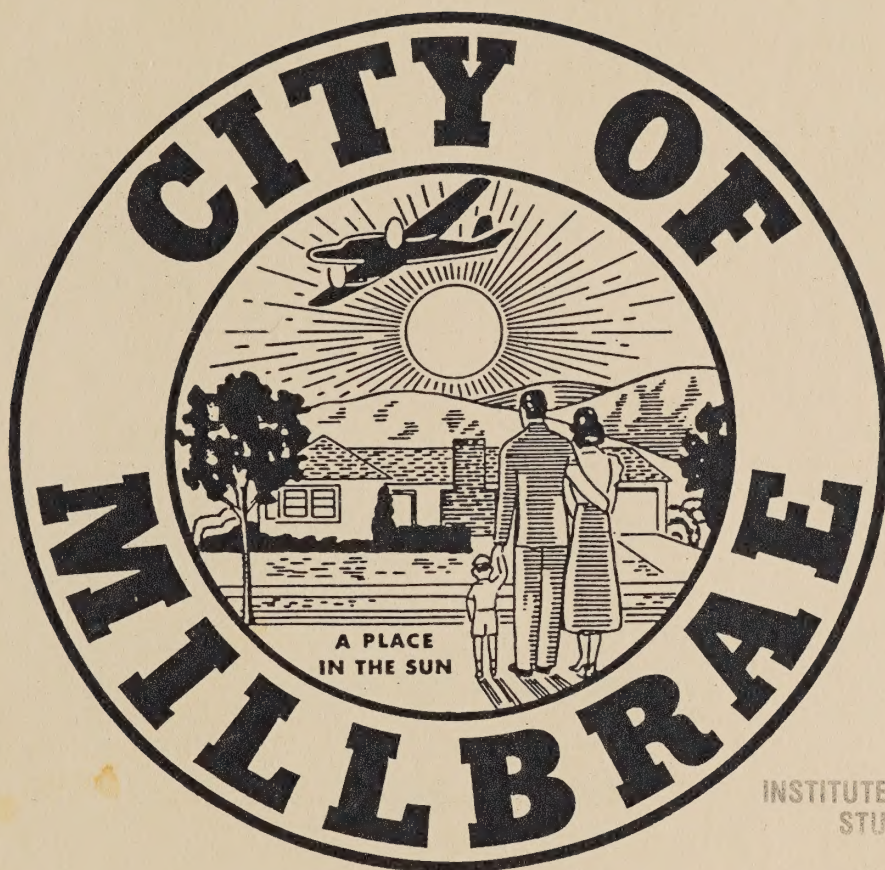


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General Plan 1991

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CITY OF MILLBRAE

GENERAL PLAN

REVIEWED BY
 THE 21ST CENTURY COMMITTEE
 REVISED MAY, 1991
 REVIEWED BY
 PLANNING COMMISSION
 REVISED JANUARY, 1992

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(UNDER SEPARATE COVER)

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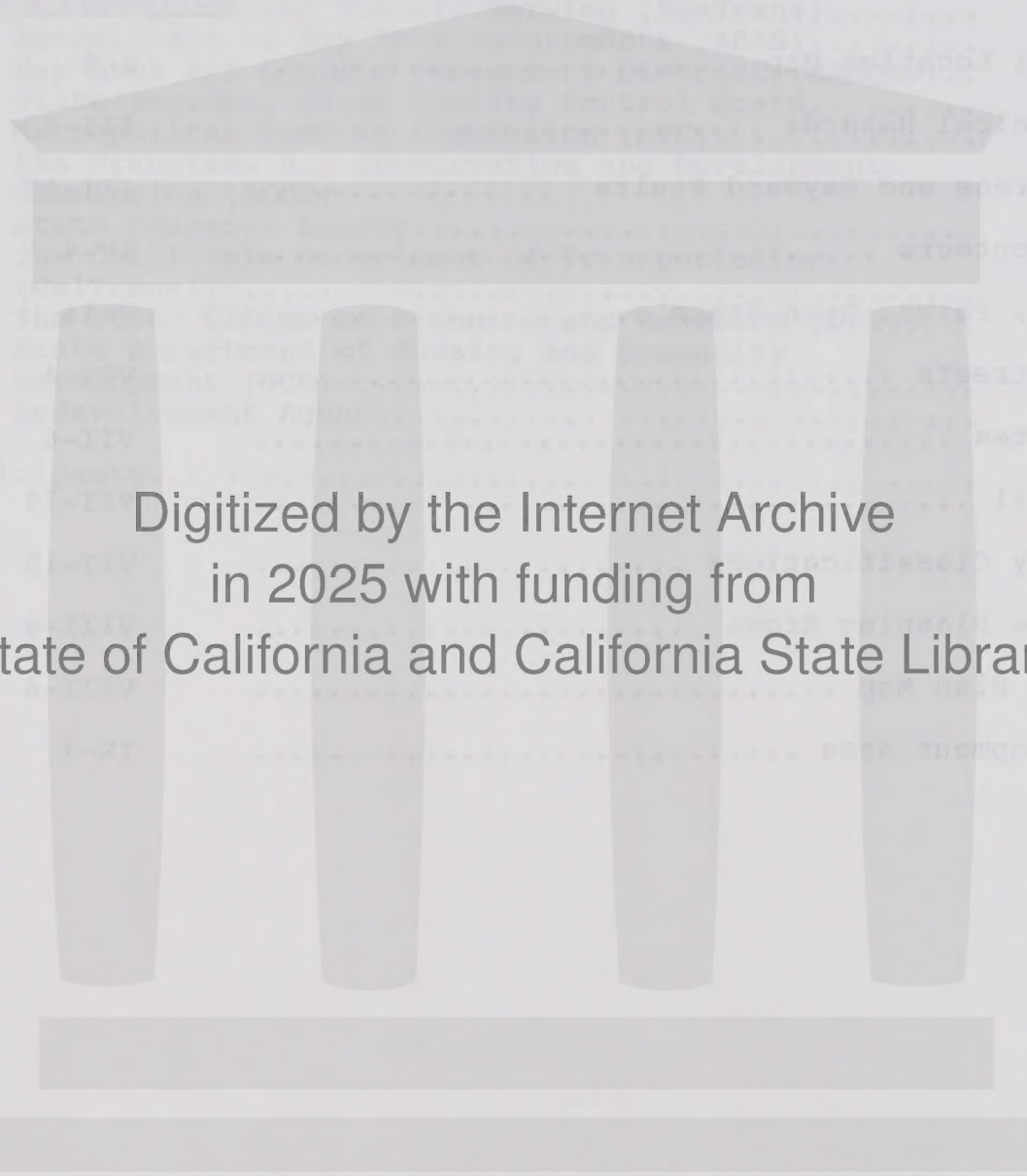
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INTRODUCTION

The General Plan expresses in text and maps how a community intends to develop. The land use designations, policies and implementing actions expressed in the General Plan will guide City officials in preparation and administration of the City budget, in regulating development, and in maintaining and enhancing the City's environment.

By law (State Government Code Section 65300), every City and County must prepare and adopt "a comprehensive, long-term general plan for the physical development" of the community. The General Plan is comprehensive in that it addresses all aspects of the community's environment. Seven General Plan elements are mandatory under State law: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Other elements may be included as appropriate.

The General Plan is long-term in that it projects population changes and responds to anticipated community needs for approximately twenty years. It is important to view the General Plan as a process for responding to anticipated and unanticipated events in a manner that reflects the citizens' desires for a productive, balanced community. The plan must be flexible enough to allow adjustments for changes in technology, conditions and attitudes. To be useful, the plan should be reviewed at least every three to five years and revised when necessary to be kept current.

The General Plan expresses the objectives, principles and standards for the City's development and regulates the use of land. Development proposals must be consistent with the General Plan. More detailed regulation occurs through zoning, subdivision, grading and other ordinances.

The plan's level of detail may vary according to the certainty of land use decisions. In built-up areas where infill is anticipated, it is possible to be fairly specific about proposed uses. In areas where larger, planned developments or reuse may occur, it is desirable to be more general in recommendations to encourage appropriate site design and to avoid numerous general plan amendments.

GENERAL PLAN ELEMENTS

State Planning Law (Government Code Section 65302) defines the purpose of each General Plan Element. All elements must work together and be consistent in policies and objectives. The required contents of the seven mandatory elements are:

Land Use Element designates the proposed general distribution, location and extent of land uses, including housing, business, industry, open space, agriculture, natural resources, recreation, scenic areas, public grounds, waste disposal facilities and other uses. It also includes standards of population density and building intensity for the area covered by the plan. It identifies areas subject to flooding (Government Code Section 65302(a)).

Circulation Element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public facilities and utilities. (Government Code Section 64302(b)).

Housing Element As provided in Article 10.6, to assure that counties and cities recognize their responsibilities in contributing to the attainment of the State housing goal. (Government Code Section 65302(c)).

Conservation Element addresses the conservation, development and utilization of natural resources including water, forests, soils, rivers and other waters, fisheries, wildlife, minerals and other natural resources. Other local agencies responsible for water development, serving and planning should be involved in the Conservation Element preparation. (Government Code Section 65302(d)).

Open Space Element plans for the comprehensive and long range preservation and conservation of open space lands. Open space lands include unimproved land or water which is for the preservation of natural resources, for the managed production of resources, for outdoor recreation, or for public health and safety. (Article 10.5, Government Code Section 65560, 65563).

Safety Element recommends measures to protect the community from seismic events, fires and geologic hazards, including evacuation routes, water supply requirements, minimum road widths, and clearances around structures. (Government Code Section 65302(g)).

Noise Element identifies and appraises noise problems in the community, the community noise environment for near and long term growth and traffic activities, and guides the land use element in achieving noise compatible land uses. State noise guidelines are followed in identifying noise sources and plotting noise levels.

The noise element analyzes and quantifies, to the extent practicable, current and projected noise levels for highways and freeways, arterials, railroads, airports, industrial plants and other ground stationed noise sources. (Government Code Section 65302(f)).

PLANNING AREA

The General Plan Planning Area takes in all of the City's incorporated lands plus land areas outside City limits that are designated by the Local Agency Formation Commission (LAFCO) as within Millbrae's sphere of influence. These areas are unincorporated Airport lands between Bayshore Freeway and the Millbrae City boundary. Capuchino High School and portions of Lomita Avenue, Emalita Court and Linden Avenue, all in San Bruno, also are in Millbrae's sphere of influence.

MAJOR ISSUES

Most of the land in the City of Millbrae is developed in urban uses. With land use patterns well established, General Plan concerns focus on the preservation of community character, upgrading the older areas, strengthening the City's economic base, use of undeveloped and reusable lands, and providing for the community's housing, social, and safety needs. These issues are discussed below:

1. Preservation of Millbrae's suburban community character:

Millbrae is a well-established residential community of predominantly single-family homes. Small multiple unit residences are scattered about the City's eastern parts; larger complexes have been built in the central and western parts of the City. The overall quality of housing reflects the residents' responsible attitudes and pride in their City. Maintaining the community's image and quality of life for its residents are primary goals of the General Plan.

Maintaining an adequate level of services and traffic flow are also of concern to residents of Millbrae. Parking is a problem, particularly on narrow residential streets and in commercial areas along Broadway and El Camino Real. A General Plan goal is to assure that new development does not overburden the City's systems, and that the City plan for needed improvements.

2. Upgrading of the older, deteriorating areas:

The quality of housing in Millbrae's older residential neighborhoods has improved in recent years, although some areas still need improvement. The high price of buying new houses throughout the Bay Area serves as a stimulus to rehabilitate many of these older homes rather than to replace them.

3. Strengthening the City's economic base:

With continuing reductions in State and Federal funding for local governments, it is critical that new development help support City functions. Traffic circulation and service improvements, maintenance, and community programs are costly. One way to help balance the City's budget is to restructure the service fee system. Another is to favor development that generates significant tax revenue and provides local job opportunities. Some flexibility in land use regulations and development standards may be necessary to enhance the economic feasibility of desired uses and make the City competitive with other communities. If the City hopes to attract new development it should construct common parking facilities and expedite processing of applications for development and use of commercial property.

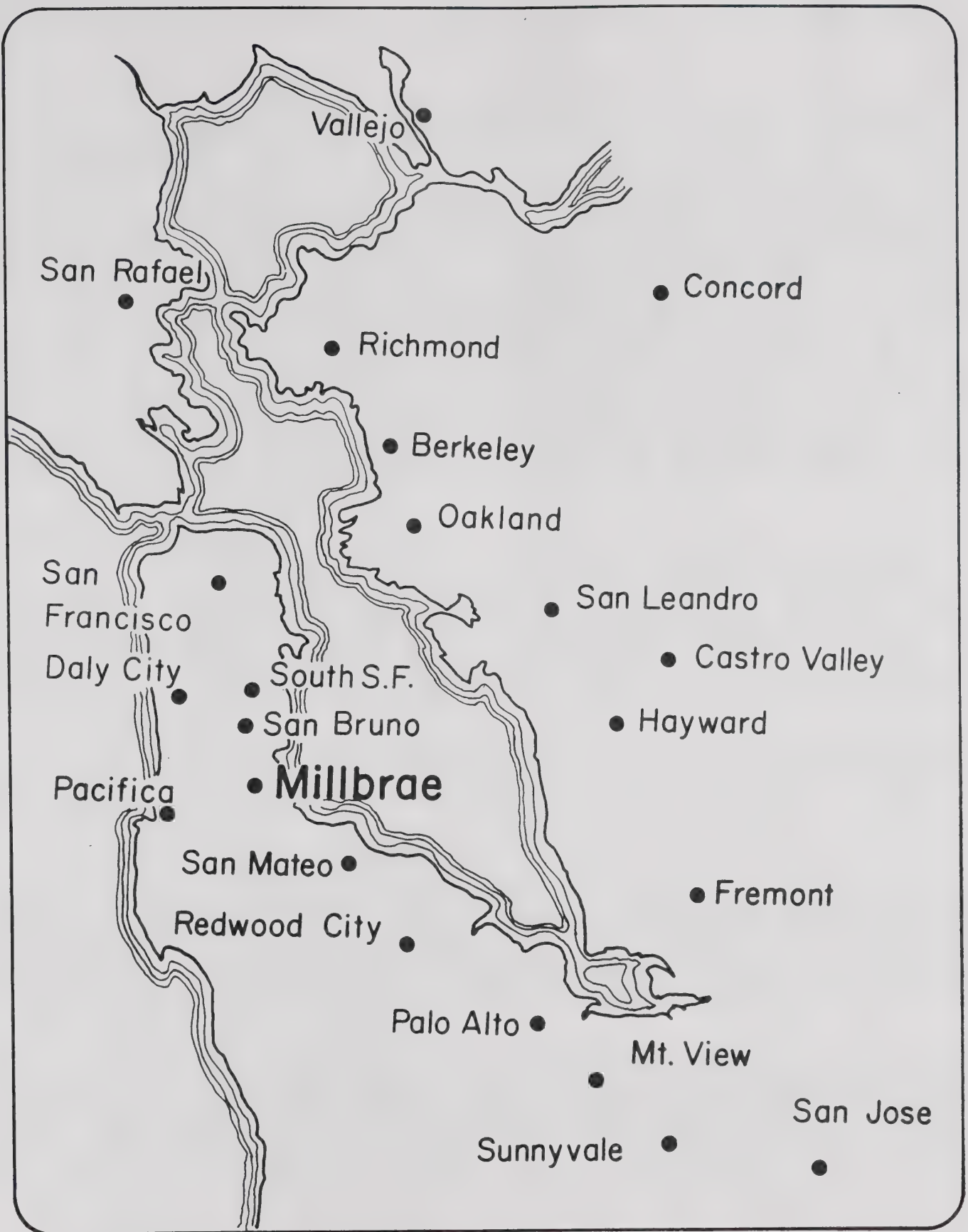
4. Use of undeveloped and reusable lands:

The use of Millbrae's remaining developable parcels must reflect the City's anticipated needs as well as regional trends. There is a high demand for housing yet limited opportunities to build new housing in Millbrae. Office, commercial, and hotel development provide needed revenues but are subject to market fluctuation and temporary oversupply. Consideration must also be given to the community's social needs, traffic and service capacities, and neighborhood concerns. The City could avoid potential long term problems by assuring that the cumulative effects of development are addressed.

5. Providing for the community's housing, social, and safety needs:

Single-family dwellings have escalated in price beyond the means of many young families. As current occupants move out, their homes may be unaffordable to the middle and lower income that are needed in the community. Solutions are needed that will maintain neighborhood integrity and income balance without contributing to overcrowding.

Environmental constraints, including seismic and geological hazards, airport and freeway noise, and flood problems, must be addressed to prevent safety hazards. The natural open space areas within and adjacent to the City serve as recreational, educational, and urban buffer areas. New and renewed development must respect these resources to assure the health and safety of Millbrae and its environs.



Regional Location Map
City of Millbrae, California



SETTING

REGIONAL SETTING

Millbrae is located on the northern San Francisco peninsula 15 miles south of San Francisco and immediately west of the San Francisco International Airport. Millbrae occupies 3.25 square miles of northern San Mateo County, and is part of the nine county area known as the San Francisco Bay Region. Neighboring jurisdictions include the City of San Bruno to the north, the City of Burlingame to the south, San Francisco watershed lands to the west, and San Francisco International Airport to the east. Principal regional transportation facilities serving Millbrae are U.S. Highway 101 (the Bayshore Freeway), Interstate Highway 280 (Junipero Serra Freeway), State Route 82 (El Camino Real), the Southern Pacific Railroad, Caltrain, and the San Francisco International Airport. Regional bus service is provided by the San Mateo County Transit District (SamTrans).

COMMUNITY DESCRIPTION

Millbrae is characterized as a suburban residential community. Residential neighborhoods in the eastern half of the City are fully developed primarily with small, well-kept single-family homes on 25 to 50 foot wide lots. Multiple family structures, generally of 2 to 12 units, are scattered about the neighborhoods. Newer residential subdivisions cover the hillsides east of I-280 along with a few multi-family complexes.

Commercial development is concentrated along El Camino Real, Broadway, and Millbrae Avenue. A small industrial area exists along Adrian and Rollins Roads.

POPULATION AND HOUSING CHARACTERISTICS

Millbrae's population was 20,412 in April 1990.¹ Most of the population is white (88%) and married (85%). There is a growing senior citizen population and a decreasing household size. The average number of persons per unit declined from 3.01 persons per household in 1970 to 2.62 in 1980, where it remains in 1990. Household size is expected to resume its decline to 2.39 by 2000.

Approximately 70% of Millbrae's 7,971 dwelling units in 1989 were single-family dwellings; most of the housing units (68%) were owner occupied. Multi-family dwellings are primarily occupied by renters (92%). Approximately 80% of the City's housing stock is over 25 years old and 8% is 45 years old or more. Most of Millbrae's

¹ Bureau of Census Population Totals (Uncorrected).

housing is in sound condition, although about 10% of units need rehabilitation. The older residential areas have been improved over the last few years as a result of private investment. The 1990 vacancy rate was 3.4%.

HISTORIC DEVELOPMENT

The lands now occupied by Millbrae were originally inhabited by the Costanoan Indian Tribe. The Spanish, and later the Mexicans, displaced the Costanoans. Early settlers farmed and raised dairy cattle until land speculators subdivided the land and set the street and lot patterns that persist today.

Audrey E. Harris, the historian for the City of Millbrae and the Millbrae Historical Society, has published, with assistance and cooperation from the Millbrae Historical Society and the City of Millbrae, a booklet entitled "The History of Millbrae." This 15-page booklet of information gives a very interesting and complete history of the area which is today known as Millbrae. This booklet and "South from San Francisco" by Frank A. Stanger served as the sources for the following information regarding Millbrae's history.

Millbrae's past, as does most of the Bay Area, has its roots centered around the very early Indian tribes and the Spanish explorers and settlers. Millbrae's first recorded family was that of Jose Antonio Sanchez, who in 1827 was granted permission to occupy the Presidio lands of Buriburi. Upon Jose Antonio Sanchez's death in 1843 the property was equally divided among his 10 children.

Darius Ogden Mills, a pioneer California banker and philanthropist, in 1860 purchased a 1,500 acre portion of the Sanchez ranch to create his "country estate" which he called "Millbrae." Millbrae was so named by combining the Scottish word meaning "rolling meadow land" with his own surname. The purchase price was reported to be approximately \$20 per acre. The stately, three-story Mills' mansion was built in 1866, shortly after the completion of the railroad to San Francisco. The home, just south of the present site of Mills High School, was surrounded by botanical gardens, trees, and shrubs from all around the world. A large portion of the estate was occupied by a dairy and its pastures.

Around the turn of the century the pasture and farm land of the Millbrae Dairy slowly began to be converted into city tracts. Development of these tracts, however, progressed slowly due mainly to the lack of jobs in the vicinity. With the development of the West Coast Porcelain Works factory in 1919, growth and the development of these tracts was spurred. In 1946 Millbrae constituted one of the largest unincorporated towns in the county. At that time the community was faced with the choice of

either annexing to one of its sister cities (San Bruno to the north or Burlingame to the south) or incorporating as a city itself. The matter was put to an election and the choice of the residents of the area was to incorporate in an effort to maintain Millbrae's separate identity. For two years Millbrae was involved in a legal dispute with the City of Burlingame over the division of the Mills Estate. Finally, on January 15, 1948, Millbrae became a General Law City. Today Millbrae shares the title of "airport city" with her sister city to the north, San Bruno.

ENVIRONMENTAL SETTING

Topography and Climate

Millbrae's topography ranges from the flatlands of San Francisco Bay (roughly seven feet above sea level) to the lower portions of the San Francisco Watershed at 500 feet elevation. Three parallel watersheds (Lomita Creek, Greenhills Creek, and Millbrae Creek) drain the upper slopes into canals which empty into the Bay.

Millbrae's climate is influenced by both coastal and bayside weather. The mountains partially protect the City from coastal weather although the hilly neighborhoods experience seasonal fog and wind. The lower elevations generally have milder conditions with some maritime influences from the Bay. A temperature inversion, where warm dry air overrides cool marine air and traps air pollutants close to the ground, often occurs during late summer and fall.

Millbrae averages 290 sunny days a year. Temperatures range from 50 to 80 degrees F in the summer and 36 to 65 degrees F in the winter. The average precipitation rate is 19.53 inches a year.

Natural Resources

The Airport-owned land along Bayshore Freeway and the San Francisco Watershed land are significant natural resource areas. The San Francisco garter snake, listed as an endangered species by the State of California Department of Fish and Game, lives on part of the Airport lands and along the western edge of the City in the San Francisco watershed. The snake feeds on red-legged frogs, also endangered. Studies are underway to identify the habitat needs.

Air Quality

Millbrae is part of the San Francisco Bay Area air quality basin, a State designated air pollution basin. Millbrae's major sources of air pollution are automobiles and aircraft. The City's land use and circulation decisions address the cumulative impacts of future development and traffic on air quality, relative to the Bay Area's Air Quality Maintenance.

ENVIRONMENTAL CONSTRAINTS

Areas Subject to Flooding

Millbrae is included in the National Flood Insurance Program. The Program Map shows areas that are subject to 100 year floods. Such areas in Millbrae include: The San Anselmo-Landing Lane area in the northeastern part of the City and the marshy portion of Airport property west of Bayshore Freeway. The Aviador/Garden Lane storm drain system is controlled by a 125-HP pump. If this pump should fail, portions of this area could flood. A second pump with emergency power should be installed.

Geotechnical and Safety Hazards

Potential geologic hazards include strong ground shaking caused by movement of the San Andreas fault, surface rupture along the Serra Fault, landslides, subsidence, and liquefaction. Areas of known geologic hazards are mapped, showing generalized locations and boundaries of hazard zones.

AVAILABILITY OF SERVICES

Water

Millbrae water is supplied by contract with the San Francisco Water Department which transports water from Hetch Hetchy in Yosemite National Park. The water is treated locally at the San Andreas treatment plant at the western edge of Millbrae. The plant's storage capacity is being expanded from three to eight million gallons. The City of Millbrae provides water to all of the City and to Capuchino High School in San Bruno.

Green Hills County Club, in the City of Millbrae, has water wells on its golf course property. The wells are a source of irrigation water.

Average water use per year in Millbrae was approximately 926 million gallons, or 2.4 million gallons per day (mgd) in 1989 (no rationing). Per capita water use averages 140 gallons per day (gpd). There are 6,030 residential and 275 commercial connections. Since Millbrae is virtually fully developed, it is unlikely that there will be any significant increase in water consumption or service connections in the future.

Many of the water mains in the older parts of the City are worn out and need to be replaced. These pipelines are more than 50 years old and develop about 20 leaks or breaks per year.¹ A regular program is needed to identify and replace old lines that are being affected by electrolysis. Lines with insufficient capacity (4" lines) should be replaced to improve fire fighting capability. Most hydrants on these lines will barely meet needed flows to allow Fire Trucks to draw water. Additional water reserves need to be developed. Interties between Millbrae and Burlingame should be made to work automatically. Development of interties with San Bruno should be studied.

Water storage capacity is 2.3 mg. This is inadequate for current fire fighting needs which call for 5.5 mg. The Crammer Engineering Report, January 1988 recommended an additional 3 mg. tank be build to increase storage capacity. The water tank on Terrace Drive was also recommended to be relocated at a higher elevation in order to provide better pressure in that area.

Millbrae currently is administering a water rationing program. Availability of water to the City is limited because of several years of drought which has reduced Hetch Hetchy water supplies. It appears evident that water shortages may be the rule rather than exceptions. Programs will be needed to reduce water use on a permanent basis. Preliminary investigation of groundwater potential indicate this is not a likely source to supplement Hetch Hetchy water.

¹ Millbrae Public Works

Wastewater System and Treatment

The City provides sewer services throughout its jurisdiction and for Capuchino High School in San Bruno. Sewage is collected in gravity flow lines, supplemented by lift stations and connected force mains, and is carried to the Millbrae Wastewater Treatment Plant, at the Millbrae Avenue/Bayshore Freeway interchange. Treated effluent is discharged into a 39" Force, which is shared with the City of Burlingame and is pumped to the S.S.F. Treatment Plant. There, it is combined with the effluents of South San Francisco/San Bruno and San Francisco Airport and is dechlorinated and pumped to a deep water discharge point in San Francisco Bay, East of Oyster Point. The Force Main will also need repairs and modification in the near future.

The existing treatment plant capacity is sufficient to handle projected sewage flows for Millbrae. However, age of the equipment and increasingly strict standards for treatment make it necessary to upgrade the plant. Sludge Disposal has also become more difficult. Most Landfills in the Bay Area have closed or cannot accept sewage sludge. There is only one remaining site left, Redwood Landfill, located in Marin County. Millbrae is upgrading its dewatering facility so that it can continue to meet the Landfills disposal requirements.

Many of the City's older sewer lines need replacement. A recent study determined the extent of the problem. There are two lift stations, one on Madrone Street, the other on East Millbrae Avenue. Both are new and in good condition.

The Wastewater Treatment Plant provides primary and secondary treatment. The plant is an enlargement and modification of a primary treatment plant built in the early 1950's. It uses an activated sludge process for secondary sewage treatment. The current plant design capacity is 3.0 million gallons per day (mgd dry weather flow. Maximum wet weather flow capacity is 7.0 mgd. Current average daily flow is approximately 2.0 mg or 97 gallons per day per capita.

The City will need to comply with legislation enacted in 1989 (Chapter 269; SB 475 Torres) which added Chapter 5.6, Sections 13390 through 13396, to the California Water Code. This legislation mandates the monitoring and cleanup of runoff water which originates in the City of Millbrae and ends up in the Bay (non-point source storm water discharges). To do this the City will be required to:

- Develop and maintain a program to identify the sources of water pollution, plan for their cleanup or mitigation, and amend water quality control plans and policies to abate the sources of water pollution;
- Formulate and adopt a water quality control plan for enclosed bays and estuaries;
- Review and, if necessary, revise waste discharge requirements to conform to the plan;
- Develop a database of water pollution sources;
- Develop an ongoing monitoring and surveillance program;
- Develop sediment quality objectives;
- Develop criteria for the assessment and priority ranking of water pollution sources;
- Submit to the Legislature, as part of the annual budget process, and annual expenditure plan for the implementation of the Bay Protection and Toxic Cleanup Program.

An exact date for compliance with this legislation has not been established. The financial impact of this legislation is unknown.

Storm Drainage System

Millbrae's storm drainage system serves the entire City, collecting and channeling all runoff into the Lomita Creek, Green Hills Creek and Millbrae Creek channels, which carry the storm runoff to the Bay. The system originally was constructed to follow natural creek beds. Millbrae and Burlingame share a drainage canal and pump station on their common border.

The City's storm drainage system operates effectively during normal rainfall. However, heavy rain combined with high tide is a concern. The San Anselmo/Landing lane area, portions of lower Helen Drive, the north section of Magnolia and El Camino Real and Frontage Road are all subject to occasional flooding. General improvements to creeks and large trunk lines will help correct the problem. Portions of the storm drain system need to be studied to identify areas of insufficient capacity.

Silt and debris in the storm drain system sometimes cause water to back up and flood the surrounding areas. Leaves, branches, household trash, etc., must be removed regularly. The City cleans the storm drains and provides extra street sweeping each autumn. These efforts usually prevent flooding problems on streets with heavy tree growth. However, the first few storms of the season cause concern.

Storm water makes its way to the Bay through basically three trunk line systems. The northern portion of the system flows through to Spruce Street where storm water empties into Lomita Canal. The center portion of the system empties into the Highline Canal which goes directly into the Bay. This canal has a flood gate to prevent Bay high tides from backing up into the canal. The south portion of the storm drain system enters a shared canal with the City of Burlingame. The canal is controlled and dependent upon proper operation of a pump station facility in Burlingame.

The northern section of the system is controlled by two pumps owned and operated by the Airport. Lomita Canal storm water is transferred to Millbrae's Highline Canal via this pump station.

S.F. Airport stormwater finds it's way into three open canals in San Bruno. This water travels down a canal parallel to the S.P. Railroad tracks and ties into Lomita Canal behind Landing Lane in Millbrae. This system is a major concern as stormwater from San Bruno and S.F. Airport combines with storm water from Millbrae behind Landing Lane frequently causing flooding in the area.

Proper functioning of the Lomita Canal depends heavily on removing tule growth in the canal and the operation of the two pumps S.F. Airport maintains at the end of this canal. The capacity of these pumps is not known.

The Aviator area storm system is controlled by one 125 hp pump. The system should be upgraded to provide emergency pumping and power.

Solid Waste Management

South San Francisco Scavenger Company collects garbage under franchise with the City. Millbrae's solid waste is processed at a transfer station at Oyster Point in South San Francisco and from there is transported to a sanitary land fill site at Ox Mountain off Highway 92. The site is owned and operated by Browning Ferris Industries (BFI).

The portion of Ox Mountain called Corinda Los Trancos Canyon is the landfill disposal site for San Mateo County's processed garbage. Since the site has a limited life, other sites and methods for disposal are being investigated. In order to reduce the amount of refuse going to the disposal site, Millbrae residents participate in a curbside recycling program that helps conserve paper, metal, glass and plastic.

Integrated Waste Management

The California Integrated waste Management Act (AB 939) requires the County and Cities to:

- Reduce garbage in their respective jurisdictions by 25% and 50% in the years 1995 and 2000 respectively.
- Develop a Solid Waste Generation Study and a Source Reduction and Recycling Element plus a Household Hazardous Waste Element for their respective areas.
- Develop a Countywide Siting Element.
- Prepare a Countywide Integrated Waste Management Plan.
- Appoint a local task force which will advise agencies on source reduction, recycling and on siting of solid waste facilities.

The City is currently involved in a cooperative study, with the Cities of Brisbane and South San Francisco. A consultant has been retained to develop a plan to meet these requirements. It is expected this plan will be accepted by the State during 1991. The financial impact of implementing this plan is unknown but it could be substantial.

CIRCULATION

Millbrae's circulation system consists of a network of arterials, collectors and local access streets, connecting to two major freeways that run parallel at the City's eastern and western borders. Traffic moves fairly well on Millbrae streets, except at peak commute hours at certain intersections. Millbrae Avenue at El Camino Real, where nearly all commute traffic focuses, is the City's most congested intersection, particularly when the adjacent railroad crossing is pre-empted by train traffic. Inadequate parking in some commercial and residential areas is also a problem.

SamTrans and CalTrain serve Millbrae with local and commuter service. Local service is generally satisfactory.

In 1988 San Mateo County voters passed two major measures relating to transportation. The first provided for the extension of BART from its currently approved terminal in Colma to the vicinity of the Airport. The second measure increased sales tax in the County one-half cent. This amount is expected to provide County funds for a variety of transportation improvements. From this amount, Millbrae would receive about \$150,000 per year from this source for local street maintenance and improvements, in addition to funds for a grade separation of the railroad tracks at Millbrae Avenue and possibly Center Street vicinity.

FIRE SERVICES

The City Fire Department provides a variety of emergency and safety services: first aid and rescue; protecting life and property from fires, floods, hazardous material spills and other hazards; providing home and business fire prevention inspections; fire protection and safety education at schools and other community centers; fire hazard abatement; and general public assistance. The Fire Department also reviews all building proposals to assure that minimum fire safety standards are met.

Authorized Fire Department Staff includes a Chief, Assistant Chief, Secretary, and 21 firefighters at two operating stations: one on Magnolia Avenue next to City Hall, and a second on Crestview Drive near Skyline Boulevard. The department operates three fire pumpers, one light rescue unit, and one utility truck.

Millbrae is under the County Mutual Aid Program which includes all cities within San Mateo County. In addition, Millbrae has verbal agreements with Burlingame to provide and to receive additional assistance when necessary.

Fire insurance rating for the City as a whole is good, although some areas and resources are in need of improvement.

POLICE SERVICES

The Police Department is comprised of 21 uniformed officers and 12 civilian personnel. Under the direction of the Chief of Police, delivery of services is divided into three main divisions - Police Services, Operations, and Administration. These services are enhanced through county-wide inter-agency cooperation to provide crime lab facilities, canine unit support, polygraph examinations, prisoner housing and other related "on-call" services.

Police Department staff, facilities and equipment levels are felt to be inadequate to meet current demands for police services. The department's resources and capabilities should be periodically assessed to see if public safety needs are being met and upgraded as needed when resources are available.

SCHOOLS

Three school districts share jurisdiction in Millbrae: San Mateo Union High School District, Millbrae School District, and San Mateo Community College District. The City has four elementary (K-5) schools, one intermediate (6,7,8) school, and one high school. Capuchino High School, located in San Bruno, also serves Millbrae residents and receives some services from Millbrae. In addition, one parochial elementary school serves the community.

Enrollments in Millbrae schools have remained stable during the past five years. Due to uneven distribution of the growth and disparity in school sizes, the District in 1987 closed one school and added a grade to the intermediate school.

It is the General Plan's intent to be flexible in stating permitted uses for closed school sites. Each site and proposed use(s) should be analyzed on its own for compatibility with the surrounding neighborhoods, impacts on streets and services, environmental factors, and the cost/benefit balance to the City and school district. Priorities (such as community benefits, recreational uses, senior citizen needs, etc.) would guide the land use decision.

SCHOOLS

<u>SCHOOL</u>	1990-91 <u>ENROLLMENT</u>	<u>CAPACITY</u>
<u>ELEMENTARY</u>		
Green Hills (K-5)	380	390
Lomita Park (K-5)	319	325
Meadows (K-5)	361	660
Spring Valley	355	410
<u>INTERMEDIATE</u>		
Taylor (6-7-8)	642	960
		(with special rooms)
<u>HIGH SCHOOL</u>		
Mills	1,309	1,400
Capuchino (In San Bruno)	953	2,000
<u>COLLEGE</u>		
Skyline College (In San Bruno)	9,451	-
San Mateo (In San Mateo)	15,272	-
Canada (In Woodside)	7,567	-
<u>PAROCHIAL</u>		
St. Dunstan's (K-8) Private	313	313

CLOSED SCHOOLS

Millbrae

Glen Oaks

Chadbourn (sold to private party)

PARKS, RECREATION, OPEN SPACE

Millbrae has 32 acres of parks well distributed throughout the City. In addition, there are 65 acres of school playgrounds available for community recreation use and the 52 acre SPUR property which is an undeveloped open space corridor extending across the City.

It is felt that no additional park land is needed. A major concern however, is the need for funds for additional development of park lands and replacement of aging equipment. A long term goal is to improve the SPUR property with a trail/bike path so that it will be more accessible for use and enjoyment by all residents.

LIBRARY

Within the Civic Center complex is the Millbrae Library, a 9,680 sq. ft. building owned by the City and operated by San Mateo County. Within the Library is a large meeting room available for community use. Library and City Hall share a common parking area.

According to American Library Association standards, the Library needs an additional 4,000 sq. ft. of floor area. Additional space could provide needed study cubicles, small conference rooms and larger children's room.

MUSEUM

The Millbrae Historical Museum occupies a site at the southwest portion of the Civic Center, adjacent to Constitution Park. The Museum is owned by the City and leased and operated by the Millbrae Historical Society. All of the furnishings and materials are owned by the Society. The building, former residence of the San Francisco Water Department Superintendent was moved to the site where it was renovated.

The Museum has insufficient space to house all of the artifacts collected by the Society. Additional space is needed for storage, workspace and display area. About 2800 sq. ft. is needed for these functions. A two-story building adjacent to the Museum could meet the needs of the Society as well as providing needed meeting rooms for the City government and community needs. This proposed addition is included in the City's Civic Center Plan.

CABLE TELEVISION

Millbrae is served by TCI, a private cable television company. Their facilities and services in Millbrae recently were upgraded and are felt to be adequate. As a condition of their latest municipal franchise, TCI will provide a public access channel and will assist in funding start up costs for public broadcasting. Plans are being formulated for this program.

SAFETY ELEMENT

INTRODUCTION

The purpose of the Safety Element is to plan for the protection of a community from seismic (i.e., earthquake related), geologic, fire, flooding, and other hazards. The element should identify and appraise all known hazards; its policies should assure that new development is safe from natural and man-made hazards. The element should include protection features such as emergency response, evacuation routes, peak load water supply requirements, minimum road widths, and minimum clearances around structures. (Government Code, Section 65302(g)). In addition to the Government Code requirement, the Millbrae Safety Element takes into account the City's location adjacent to San Francisco International Airport. The element should be updated periodically to reflect current data and laws.

By nature of its geographic location, soils, topographic features, and development patterns, Millbrae is subject to a variety of hazards. Even though there are relatively few undeveloped sites, the City and its citizens should be aware of potential hazards.

The Geotechnical and Flood Hazards Map identifies areas of known seismic, geologic and flooding hazards. This map is based upon mapping at the local, county and regional levels. It is important to recognize that the map designations are very generalized and should be used primarily to indicate areas in which additional study is needed. It is not possible to identify specific hazards or to recommend necessary mitigation measures for new development at this map scale without detailed review of a particular site. Site specific soil and geologic studies are required to be submitted for City review for each development proposal in potentially hazardous areas.

BACKGROUND

Geologic and safety hazards are related to landforms and sub-surface features, and thus often cross jurisdictional boundary lines. To eliminate duplicative efforts, State law allows cities to adopt the relevant portions of their county's safety elements, as long as the element is sufficiently detailed and complies with all other General Plan requirements (Government Code, Section 65350).

The County's Seismic and Safety Element (1978) is a comprehensive document, addressing seismic, geologic, structural and other hazards countywide. The Element was updated in 1984. The element addressed specific issues in Millbrae but contains no policies specific to Millbrae. However, information related to seismic-related hazards and geologic hazards information included in the County element is incorporated herein by reference.

EXISTING REGULATIONS

The City is required to have a grading ordinance regulating excavations and grading, and requiring erosion control measures consistent with Association of Bay Area Governments (ABAG) standards.¹ The Uniform Building Code sets standards for structural safety. Some of Millbrae's older buildings may not satisfy current code requirements. Millbrae participates in the Federal Flood Insurance "regular" program. Fire safety codes are generally adequate, though additional on-site early warning mechanisms and preventive measures would improve the response time. The City also has an Emergency Plan, which outlines the responsibilities of various city officials in case of an emergency.

HAZARDS

Seismic Hazards²

The San Andreas fault, considered active,³ is just to the west of Millbrae. The San Andreas fault zone runs in a northwest-southeasterly direction along the western edge of Millbrae, roughly along Skyline Boulevard. The Serra fault also crosses Millbrae. The Serra fault parallels the San Andreas fault zone to the east, passing through upper Millbrae residential areas. Until 1981, the Serra Fault was considered active, but no evidence has been put forth to show that movement has occurred during the last 11,000 years. However, due to its proximity to the San Andreas Fault, the City considers the Serra Fault potentially active and requires Alquist-Priolo type studies for developments proposed near the Serra Fault.

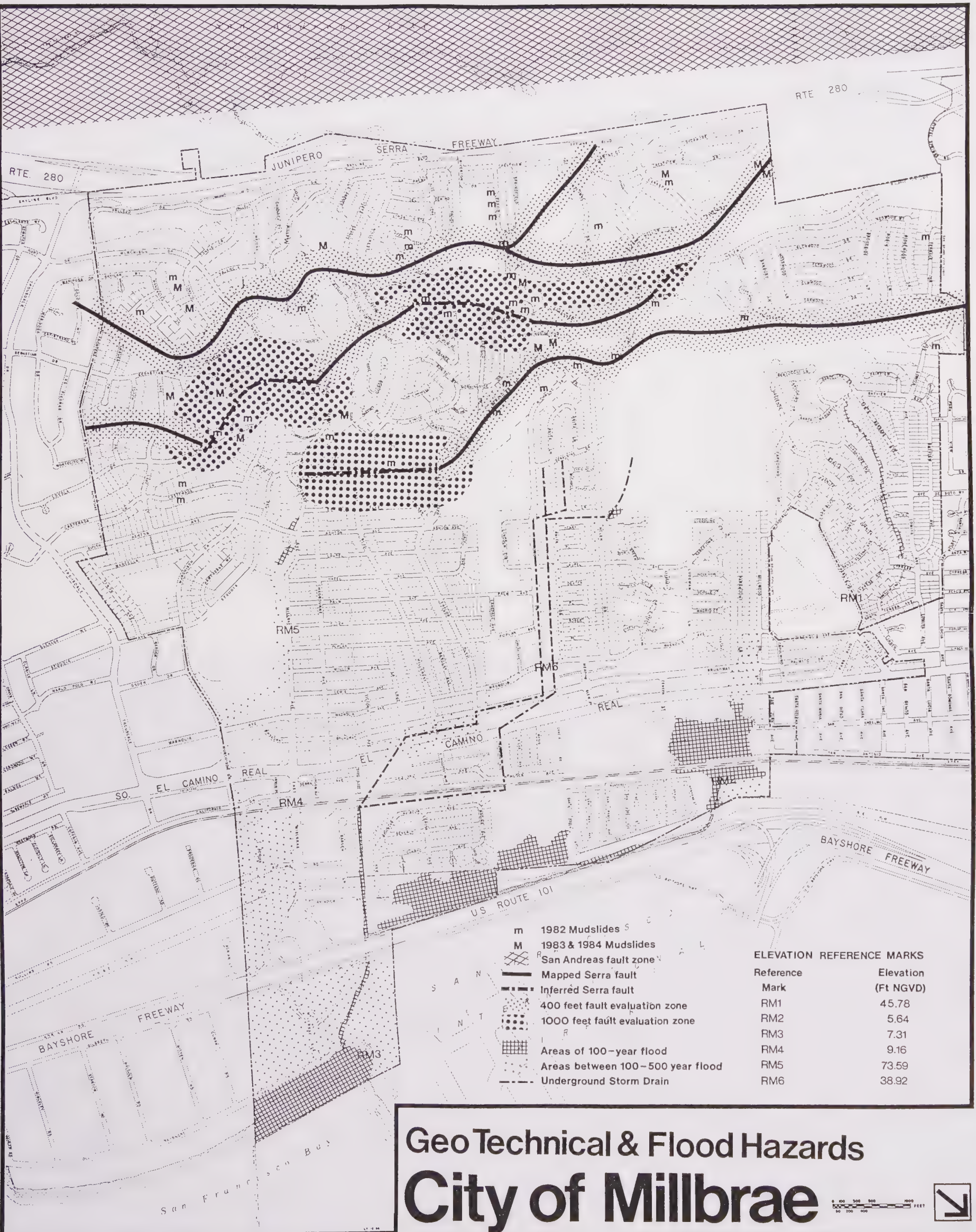
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¹The Regional Water Quality Control Board has requested all cities and counties to develop erosion control measures consistent with ABAG standards. Millbrae has not adopted such an ordinance.

²Source: CA Div. Mines & Geology, Maps of Alquist-Priolo Special Studies Zones, Brown and Lee (1971) U.S.G.S.B.D.C. 41; Greensfelder (1974).

³Active Fault: The capability for movement along a fault is a product of its present tectonic environment and cannot be directly determined. These criteria may be used to assess whether or not it is active:

- Historic seismicity; direct evidence of movement within the last 11,000 years (Holocene-time);
- Historic surface displacement or creep movement;
- Instrumentally-determined strain accumulation;
- Repeated episodes of displacement in the recent geologic past as deduced from the stratigraphic record;
- Geologically young displacement inferred from geomorphic (landform) features.



- m 1982 Mudslides
- M 1983 & 1984 Mudslides
- San Andreas fault zone
- Mapped Serra fault
- Inferred Serra fault
- 400 feet fault evaluation zone
- 1000 feet fault evaluation zone
- Areas of 100-year flood
- Areas between 100-500 year flood
- Underground Storm Drain

ELEVATION REFERENCE MARKS	
Reference Mark	Elevation (Ft NGVD)
RM1	45.78
RM2	5.64
RM3	7.31
RM4	9.16
RM5	73.59
RM6	38.92

Geo Technical & Flood Hazards City of Millbrae



The San Mateo County Seismic and Safety Elements describe the San Andreas fault system, and discuss historic and potential seismic related activities (pages 8 through 36, Volume II, Technical Supplement). Because of its active status, surface rupture potential is considered moderate to high along the San Andreas Fault and in western Millbrae in the vicinity of the Fault. Strong ground motion generated during a major earthquake will cause, according to the "San Francisco Scale" (devised by Borchardt and Gibbs, 1975), "very violent" to "very strong" intensities of ground shaking, resulting in severe to moderate damage. The intensity of ground motion corresponds to the distance from the San Andreas fault. Generally, soils and subsurface materials east of Skyline Boulevard (predominantly the Colma and Merced formations) have good earthquake stability. In the higher elevations of Millbrae, areas of Colluvium and serpentine or sheared rocks of the Franciscan formation have poor to good earthquake stability.

Identification and Appraisal of Local Seismic Faults

Millbrae has four seismic faults within its immediate vicinity, two of which actually penetrate the City's boundaries. (See Seismic Fault Location Map.) In addition, two other faults located in the Bay Area have the potential for regional impact and, thus, also are of concern to Millbrae.

San Andreas Fault

The San Andreas Fault is one of the longest, most active, and best studied in the world. The location of the fault is easily identified by surface lineaments which extend along with the axis of the San Francisco Peninsula. The main fault line bypasses Millbrae just west of the Junipero Serra Freeway along the eastern bank of Lake San Andreas. These lineaments are defined by scarps, sag ponds, offset streams and other evidence clearly related to recent fault breaks. (The maximum measured offset of the 1906 movement was 21 feet, horizontally.

It is anticipated that further surface displacements along the fault line are likely to accompany moderate to large earthquakes or result from gradual fault creep. The surface movement along the San Andreas Fault is generally horizontal and, potentially, may result in displacements of as much as 20 feet. Vertical displacements of as much as three feet, however, are also possible. Since there is presently creep movement along some of its length, including occasional earthquakes, it is expected that earthquakes of moderate to great magnitude will occur along the San Andreas Fault in the foreseeable future. The reoccurrence interval for a magnitude 8 earthquake along the San Andreas Fault (the 1906 earthquake in San Francisco measured 8.3) is estimated to be between 50 and 200 years.

Serra Fault

The Serra Fault is a relatively short bedrock fault which parallels the San Andreas nearly bisecting the City of Millbrae. The fault extends along a path through Millbrae along the Spur property into San Bruno where it terminates north of Sneath Lane. The Serra Fault is defined by juxtaposed bedrock units along its length and is assumed to be possibly active, based on geologic evidence.

Future displacement may be caused by this fault, however, fault movement is thought to be less frequent here than on the main active strand of the San Andreas. The nature and amount of movement is generally unknown, but significant horizontal and vertical displacement is considered possible.

West of and extending southeast beyond the Serra Fault and parallel to the Junipero Serra Freeway lies an unnamed series of faults. These faults, however, are not considered active. They extend along the steep slopes of southern Millbrae and well into Burlingame.

San Bruno Fault

The exact location of the San Bruno Fault can only be inferred due to its generally concealed nature; no recent activity is in evidence. The fault line is thought to approach Millbrae from the north, between the Southern Pacific Railroad tracks and the Bayshore Freeway. Whether this fault continues into Millbrae or not is, at this time, unknown.

Hayward Fault

The Hayward Fault is located east of San Francisco Bay and extends southward toward Hollister, where it is thought to merge with the Calaveras Fault (discussed below). In 1836 and again in 1868, significant earthquakes were attributed to this fault. Continued activity is indicated by current measurements showing active creeping along its length and numerous smaller earthquakes recorded in recent years.

Calaveras Fault

The Calaveras Fault borders the eastern flank of the Berkeley-Hayward Hills, extending southward until it joins the San Andreas Fault Zone south of Hollister. Epicenters of recent earthquakes have been located along or near this fault. Fault creep measured in the City of Hollister has resulted in property damage similar to that caused by creep and faulting along other branches of the San Andreas Fault System.

Evaluation of Local Seismic Hazards and Development Constraints

Due to the differing geology throughout Millbrae and the locations of its active faults, the City is confronted with several types of seismic hazard. Most of these hazards happen to characterize particular areas of Millbrae. Analysis shows the greatest seismic hazard to development in Millbrae is in two geographically distinct areas - on the steeper hillsides and along the original Bay shoreline, much of which is now artificial fill.

Fault Creep

This is an ongoing process of relatively slow lateral displacement normally localized along active fault lineaments. Development which straddles the San Andreas or Serra Faults is potentially subject to gradual damage to building foundations, sidewalks, streets, and utility lines even though fault creep has not been identified along either fault in this vicinity.

Surface Rupture

The main surface lineaments of the San Andreas Fault are a location of extreme hazard to structures from future surface fault displacement, or surface rupture. The trace of the Serra Fault indicates a possible, but largely unevaluated hazard from future surface rupture. This phenomenon normally accompanies only large magnitude earthquakes.

Although ground rupture would probably occur along an existing fault or fault trace, it should be considered possible to occur anywhere within the San Andreas Rift Zone. Rupture or relative ground movement might be in the horizontal direction, vertical, or a combination of both. Utility lines constructed within these areas may be severed in the event of surface rupture.

Ground Shaking

The most widespread effect of an earthquake is ground shaking; this is often the greatest cause of damage. Structures and utilities of all types may suffer severe damage or collapse if not designed to withstand the shaking force. The soil composition beneath a structure substantially affects the vibration forces on that structure. Thus a structure located adjacent to a fault on stable rock might withstand ground shaking better than a structure built on loose soil material one hundred miles away. Although this phenomenon would to some extent affect the entire City, buildings precariously situated on steep unstable slopes and on loose or soft soil are probably subject to the greatest damage.

With so many faults in the Millbrae vicinity, the City is fortunate to have relatively few buildings over two or three stories in height. Taller structures, unless they are specially designed to withstand seismic shock, are normally more prone to serious earthquake damage.

Landslides

Landslides are often a secondary effect of ground shaking from seismic activity. The steep slopes in Millbrae have already proven to be, in many areas, unstable and susceptible to landslides. This naturally hazardous condition has been seriously compounded by many incidents of insensitive residential subdivision. Steep grading cuts have left many home sites and adjacent properties subject to extreme risk.

State law governs development within a designated area along active faults. The Alquist-Priolo Special Studies Zone Act (1972) requires cities and counties to regulate certain types of development within the state delineated "special study zones." The Act precludes construction of a structure for human occupancy except certain wood frame single-family dwellings¹ on an active fault trace or within 50 feet of an active fault. The law also recommends that a "geologic report by a geologist registered in California be required for a single-family dwelling otherwise exempt (from the above restrictions) if that structure lies on or within 100 feet of the trace of an historically active or other known active fault as shown on Special Studies Zone Maps or by more precise or detailed information." The Act also requires that all geologic reports be filed with the State Geologist, and that more comprehensive reports be prepared for "critical or essential" structures such as schools or hospitals.

Although the San Andreas Alquist-Priolo Zone does not extend into Millbrae, the Serra Fault in the western part of the City is considered by the City to be potentially active. The City requires the same type of special study for land in the vicinity of the Serra Fault as is required in the Alquist-Priolo Zone.

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¹"Single-family wood frame dwellings to be built on parcels of land for which geologic reports have been approved pursuant to...(the Act, and those) not exceeding two stories when such dwelling is not part of a development of four or more dwellings." (California Administrative Code, Title 14, Division 6, Chapter 8, Subchapter 1, Article III).

Liquefaction

Soil liquefaction is another secondary effect of ground shaking, a phenomenon in which water-saturated, cohesionless soil temporarily loses its strength when subjected to dynamic forces. The looser the soil, usually the greater the susceptibility to liquefaction. The areas of Millbrae which are considered to be especially susceptible to liquefaction are those comprised of San Francisco Bay mud, with or without artificial fill material. These areas are located generally east of the Southern Pacific Railroad tracks. Whether or not the soil will actually liquefy depends on the soil properties, the intensity and the duration of the shaking. When liquefaction occurs, building foundations may sink or tilt several feet into the underlying soil, with differential ground subsidence possibly a contributing factor.

Tsunamis

Tsunamis, commonly called "tidal waves", are frequently induced by earthquake activity. Earthquakes responsible for tsunamis may originate on land or at sea long distances from the damage center. Tsunamis that enter San Francisco Bay are quickly dissipated. Damage is normally confined to small craft which are not properly moored.

Millbrae is generally protected from tidal flooding by higher ground along the Old Bayshore Highway, on the east, and high banks of one of the two flood control canals, on the south. Recent studies, however, suggest that a maximum tsunami wave height in the Bay of 20 feet is possible at the Golden Gate Bridge. A tsunami of this magnitude could threaten areas in Millbrae near Bayshore Freeway, although wave heights would be substantially reduced.

Seiches

Seiches are waves in isolated lakes and reservoirs resulting from the tilting or surface displacement of the bottom or sides. The San Andreas Lake is not considered a threat to Millbrae because of the difference in elevation and the intervening topography.

One effect related to seiches is the oscillation which can occur during earthquakes in water storage tanks, both elevated and ground supported. The bulging of steel tanks has been noted following several recent earthquake disasters around the world. Millbrae has numerous water storage tanks located on its hillsides, in very close proximity to two active faults. Development surrounding these tank sites should be assured by the City that tank construction is adequate to withstand the "maximum probably seismic event".

A second related effect is the spilling or "slopping" from open drainage channels. This may conceivably present a threat to existing and potential development immediately adjacent to the City's two flood control canals leading to the Bay, especially at high tide when they are more likely to be full.

Local Geologic Hazards

Two basic types of geologic hazards exist in Millbrae - that of surface soil instability, and that related to seismic activity. The latter subject is considered separately in the Seismic Safety Element. Thus, the following discussion is limited to the problems associated with unstable soils in Millbrae, landslides and erosion.

The information contained in this section is based largely on recent but generalized data provided by the U.S. Geological Survey; as such, it should be regarded as subject to refinement or modification whenever more detailed information becomes available.

Landslide Susceptibility

Most of the steeper developed and undeveloped lands west of the Spur property have been identified as having either "moderate" or "highest" susceptibility to landsliding (from field surveys and photo-interpretation). The Geotechnical Hazards Map shows generalized areas in Millbrae which have been placed in these categories. Landslide susceptibility is basically determined by previous slide activity, slope and soil composition. Those areas identified as having the highest susceptibility generally coincide with known or assumed landslide deposits. Factors which may speed up erosion or landsliding include ground shaking from seismic activity, rainfall, subsurface water seepage, and improper site drainage; insensitive grading for streets and houses; and vegetation removal.

As yet, no close association has been observed in San Mateo County between Active faults and the occurrence of landslide deposits. Nevertheless, Millbrae should definitely consider the landslide hazard in its hill areas increased by the presence of the San Andreas and Serra Faults. The higher elevations of Millbrae are predominantly composed of sandstone, siltstone, and claystone with some deposits of shale and other sheared rock. It is generally where this sheared rock is found in combination with very steep slopes (many in excess of 50%) that landslides have most frequently occurred.

Some of the largest landslide deposits in the City were formed prior to development in Millbrae. Consequently, parts of several subdivisions are now located on old deposits thought to measure 500 to 1,000 feet in breadth.

Hazards to Development

Residential development in Millbrae's hill areas has often failed to recognize or deal with inherent hazards of the site. In many cases, cut and fill grading left bare, loosely compacted slopes exposed to the weathering process. Over the years, this has caused increasing problems of soil erosion and landsliding. Several homes in the extreme southern part of the City have suffered severe damages triggered by intense rainfall. Other home sites have also experienced serious erosion and mudslides. Erosion and/or slides have usually occurred in backyard areas where steep slopes have not been planted and adequate drainage has not been provided. Soil has slipped down into streets or home sites below, leaving the slope rutted and raw. Many homes are also vulnerable to slides which occasionally originate on undeveloped land.

Some homeowners who have experienced such problems in the past have taken precautions to avoid them in the future. Their efforts include planting along slopes, modified drainage systems, retaining walls, and temporary slope coverings.

Loma Prieta Earthquake

On October 17, 1989, the magnitude 7.1 Loma Prieta earthquake struck the San Francisco Bay region. This was the largest earthquake in the region since the great 1906 San Francisco earthquake. The epicenter was on the San Andreas fault in the Santa Cruz Mountains, about ten miles east-northeast of Santa Cruz and 60 miles southeast of San Francisco. The quake was felt over an area of about 400,000 square miles.

The earthquake ruptured a 25 mile long segment of the San Andreas fault that had been recognized as having the greatest chance (30% for the next 30 years) for producing a magnitude 6.5 to 7. earthquake of any fault segment north of the Mojave Desert.¹

According to U.S. Geological Survey Circular 1045 Lessons learned from the Loma Prieta, California Earthquake of October 17, 1989, an earthquake as large as, or larger than, the Loma Prieta Earthquake is likely to shake the San Francisco Bay region within the lifetime of most of the present residents. Such an earthquake will probably occur in a more urbanized area, most likely on the Hayward Fault or San Francisco Peninsula segment of the San Andreas Fault. Casualties and damage are conservatively projected by USGS to be several times those just experienced.

¹Networks, Winter 1990, Bay Area Regional Earthquake preparedness project.

STRUCTURAL HAZARDS

Structural hazards exist in unreinforced masonry (URM) buildings, structures constructed prior to 1933, and structures on unengineered fill, particularly in areas of former marshland, ancient creekbeds and on bay mud. In 1989, the City Building Department surveyed potential URM buildings and identified three commercial buildings, owners of which are required to correct the potential hazard.

Freeway structures also are potential hazards in a severe earthquake. Millbrae is bracketed by 101 and 280 freeways. Collapse of any portions of these freeways or their structures could involve serious disruption of traffic and emergency services.

Utility disruption is another safety issue. A severe earthquake with corresponding land movement could rupture or weaken major electrical, gas and water transmission lines that cross the City.

FLOOD HAZARDS

Millbrae's major drainage systems include Lomita Creek, Greenhills Creek and Millbrae Creek. These creeks become canals that empty into San Francisco Bay. The canals are named Highline, maintained by the City; Lomita, on Airport land and maintained by the Airport; and El Portal maintained jointly by Burlingame and Millbrae. Upper portions of the creeks that run through private property are not maintained by the City.

As shown on the Geotechnical and Flood Hazards map, low lying areas in Millbrae are subject to potential flood hazards. These areas include the Airport Park and Bayside Manor Subdivisions. Other areas with periodic ponding include Magnolia near Green Hills Drive, Taylor near Magnolia, East Millbrae at Old Bayshore, El Camino Real at Park and at Taylor, Millbrae Avenue at Poplar, and Mills Creek at South Ashton. Because of the low elevation and inadequate storm drainage systems in these areas, flooding periodically occurs during heavy rains and simultaneous high tides. The greatest chance of flooding occurs when the rain falls at a rate of at least one inch per hour for one hour preceding the high tide (a tide of 4.5 feet or greater). This does not occur except during exceptionally heavy storms. Channels and pipelines are not large enough in these lowlying areas to handle such large amounts of water during high tides. Many structures are not designed to withstand this degree of flooding. If not elevated adequately, water can flow into the ground floor causing damage and inconvenience, and affecting health and safety.

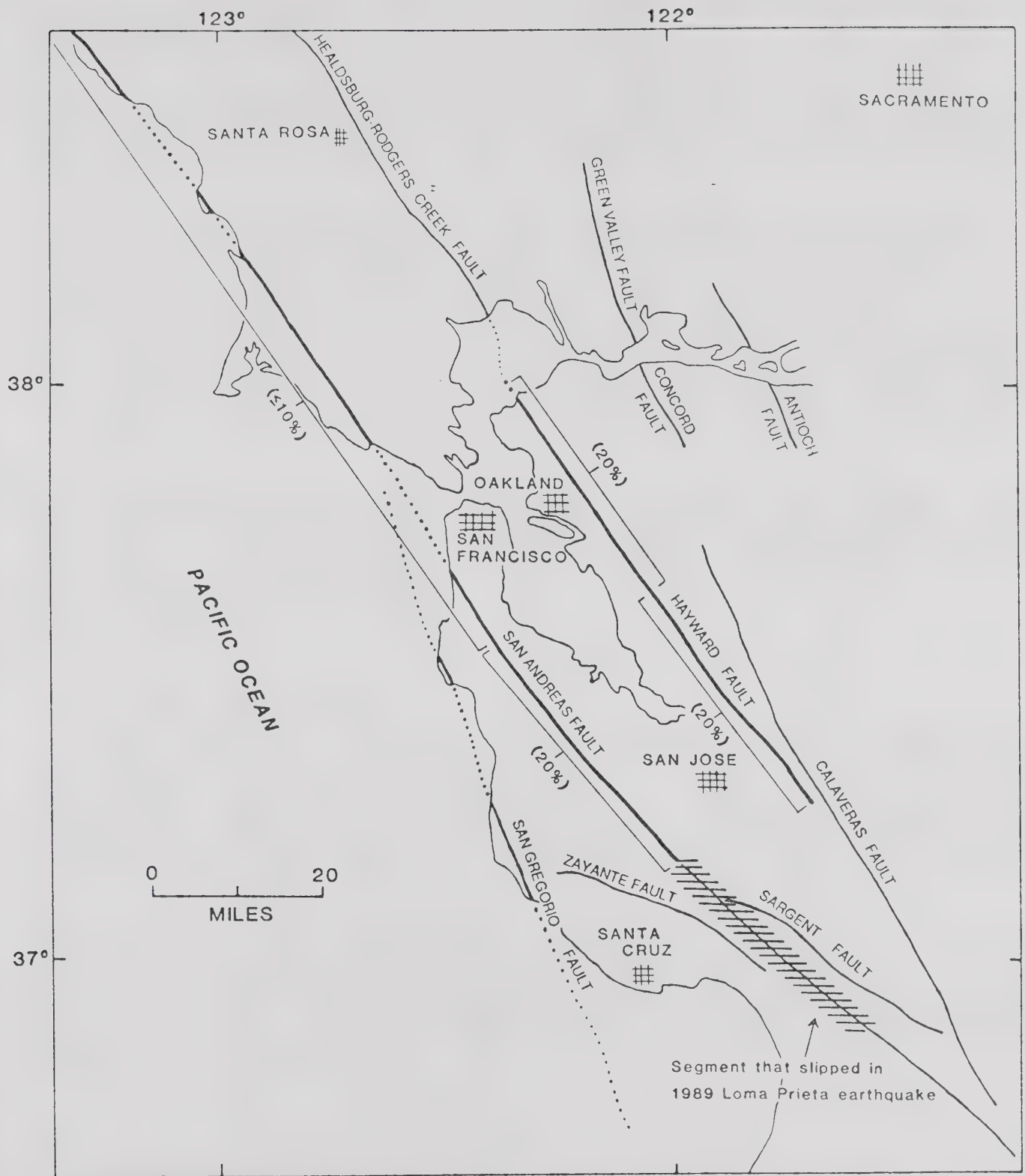


Figure 32. Segments of San Andreas and Hayward faults (heavy lines) showing chance of occurrence of an earthquake in the next 30 years (U.S. Geological Survey, 1988). Faults dotted where concealed.

A recent study for the San Francisco Bay Conservation and Development Commission (BCDC) ¹ examined the consequences of global warming and resulting sea level rise on San Francisco Bay. In the South Bay, according to the study, the highest estimated tide would increase about four inches by 2037.

The City's current flood prevention program consists of extra street sweeping during autumn, clearing the storm drains of silt and garbage and giving early flood warnings to flood-prone areas during predictable hazard periods. In addition, City crews patrol flood-prone areas during storms.

Efforts to physically remedy the potential flood hazard situation would be extremely costly. Improvements to the present stormdrain system such as enlarging pipes should be addressed. Larger pumps, deeper channels or holding ponds, would cost upwards of millions of dollars. To elevate all existing threatened structures above anticipated flood levels would be a major hardship on property owners and would disrupt many businesses and homes. Sizable new developments, however, such as development of the Airport lands or eventual replacement of a large area of existing buildings, should be designed and engineered to avoid potential flood hazards.

The City is presently enrolled in the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Flood insurance is available to Millbrae residents and merchants under the agency's "regular" program, either directly through FEMA or through licensed insurance agents.

FIRE HAZARDS

Undeveloped Hill Areas

The Spur property and steep, privately-owned lands adjacent to or directly west of the Spur property account for a large proportion of Millbrae's total undeveloped acreage. In addition, there are substantial areas of essentially undeveloped land running behind and between many houses built on large, sloping lots, some served by steep, private roads and driveways. This results in difficult access for emergency vehicles.

The landscape varies in these undeveloped hillside areas from grassland and dry chaparral to larger woodland; a few slopes, however, have become bare from erosion and are now without any plant cover. Most of these areas are quite steep and inaccessible other than by foot. (Several properties have not been subdivided only because of their excessive slope and poor access.)

¹Sea Level Rise: Predictions and Implication, BCDC, Revised October, 1988.

Ground fires have occasionally broken out in these vacant areas, although the scale of these fires usually has been kept small. The high fuel content of the vegetation, the steep terrain, moderately high wind speeds, and the low humidity during the hot summer months may all contribute to the rapid spread of potential fires. City codes require that all developed and undeveloped property be kept free of any dry weeds, dry grass, or other flammable vegetation more than three inches in height and within 10 feet of any building, fence or other combustible material. Properties which, in the Fire Chief's opinion, constitute a fire hazard are notified by the Department to abate such hazard.

The City and County of San Francisco own and manages extensive watershed lands just west of Skyline Boulevard. These too, are heavily vegetated and subject to wildfires, especially during the summer. It is considered unlikely, however, that any fire in this area would leap over the ridge (and highway) to threaten development in Millbrae. Protection of these watersheds is the responsibility of San Francisco and San Mateo County.

Lowland Areas

Other hazards exist in the lowland areas. Jet fuel at San Francisco Airport is a potential hazard requiring contingency plans and cooperation among several fire departments. Residential areas between the railroad tracks and freeway have only one street in and out which could require use of emergency routes if the one ingress were blocked in an emergency. This situation is made worse by railroad grade crossings, always a potential for being blocked, between the fire station and the neighborhoods. This situation has generated discussions between Millbrae and Burlingame about the benefits of automatic response which would mean that in certain cases, the nearest and most available department would provide first response.

Structural Hazards

The City of Millbrae has employed modern building and fire codes in the construction of most of its residential and commercial structures. An exception to this might be some of the older stores and apartments in the commercial areas. The Civic Center complex and all elementary and high schools should be in conformance with accepted fire protection requirements of high-occupancy public buildings.

Very few dwellings can be considered to be in substandard condition. Generally, they are older wood-sided single-family structures located east of El Camino Real. A few are seriously dilapidated with badly overgrown yards. These characteristics are often found in combination with obsolete or defective electrical wiring and/or faulty gas lines and may represent a potential fire hazard to neighborhoods in which these structures are located.

Industrial Hazards

Manufacturing Uses: Millbrae has very few manufacturing uses. All have been confined (by way of City zoning and access requirements) to the Millsdale Industrial Park located in a rather isolated part of the City south of Millbrae Avenue and east of the Southern Pacific Railroad tracks. This area is contiguous on the south with Burlingame industry and fairly well buffered on all other sides from nonindustrial development in Millbrae.

No local industry constitutes a fire or explosion hazard. The City's municipal Code strictly regulates the storage of flammable and combustible liquids. Similarly, the code restricts bulk storage of liquefied petroleum gases and absolutely prohibits the manufacturing or storage of explosives and blasting agents.

Public Utilities: The PG&E substation, located south of Bayside Manor, receives high voltage electricity from outside sources and transmits it incrementally to users in Millbrae. Easements have been reserved beneath each of the main transmission lines to preclude physical development. In other cases, public streets have been selected as easements. This has eliminated two hazards; the possibility of live transmission lines falling onto buildings, and fires from such buildings possibly damaging the transmission lines.

Telephone and power lines have been undergrounded in the newer subdivisions and portions of the central business district. Those which remain overhead are not considered to be unduly hazardous. The delivery of natural gas to users throughout Millbrae has never caused any difficulty and is presumed to be safe under normal conditions. No regional pipelines pass through the City.

The State Government Code, Section 65962.5 requires the State Department of Health Services to compile and update at least annually a list of hazardous waste and substance sites.

Appearing on the list in Millbrae are the following sites, all of which have fuel tank leaks:

Site: SAN FRANCISCO PUBLIC WORKS/AERO BUILDING
Location: Riverton Drive

Site: CHEVRON
Location: 400 Skyline Blvd.

Site: CHEVRON
Location: 320 East Millbrae Avenue

Site: CAROL J. FLYNN
Location: 180 El Camino Real

Site: THRIFTY RENT A CAR
Location 355 Adrian Road

Site: HERTZ
Location 300 E. Millbrae Avenue

Site: GREEN HILLS COUNTRY CLUB
Location: 500 Ludeman Lane

The problem tanks have been removed or are in the process of being removed or replaced.

Firefighting Resources

The Millbrae City Fire Department is capable of responding adequately to most fire calls throughout the City. Definite handicaps do exist, however, which limit the Department's effectiveness in certain parts of the City and with certain types of emergencies. Agreement with the City of Burlingame helps mitigate the shortage of personnel.

Water Supply

Millbrae has a fairly good water supply. This conclusion is based on: reliability of the water supply with and without electrical power, reliability of the water mains, and the distribution and pumping capacity of hydrants. However, one concern is the need for additional storage capacity. Current capacity of 2.3 million gallons should be increased to 5.5 to provide an amount sufficient for emergencies. Another concern is that upper zones I, II and III do not have a reliable secondary source of supply.

Reliability of the water supply could be improved by an alternate source of water via, Burlingame or San Bruno and developing the flexibility to pump water from the El Camino area to the upper portions of the water system which has a different supply. Three of the four zones are dependent on one pipe coming in from the S.F. Water filtration plant in San Bruno.

The water, however, could be cut off if water mains are broken by a severe earthquake. In this event, the Fire Department expects to draw upon standing sources of water such as swimming pools and nearby reservoirs which it has inventoried. If these sources are also seriously damaged, water would then have to be trucked in or airlifted from unaffected areas elsewhere in the region. This contingency should be provided for in the City's Emergency Preparedness Plan.

Emergency Circulation and Access

The street system in Millbrae is not laid out to facilitate convenient Fire Department response to all parts of the City. Whereas the downtown area has an apparent overabundance of north/south oriented through streets, the upper elevations of the

City have none. Unfortunately, this requires the Fire Department to take very indirect routes when responding to emergencies in these higher areas. This inevitably adds to the time it takes the Department to arrive at a fire site. Consideration might be given to making provisions for emergency access along parts of the Spur property. This would greatly facilitate traffic headed into and away from hillside emergency scenes, especially if major intersections in the area become blocked.

Several cul-de-sac streets in the City exceed the commonly accepted fire safety length of 500 feet. No neighborhood, however, is without an alternative means of access.

Subdivisions located east of the Southern Pacific Railroad tracks (Bayside Manor, North Millbrae, and Marino Vista) have serious access deficiency. Normal means of ingress and egress are the grade crossings at Center Street and Millbrae Avenue. Should the street be blocked, emergency access to each subdivision is available, from the railroad right-of-way. In any case, a stalled train might effectively cut off these areas from emergency resources of the City.

Emergency Evacuation Routes

Should a fire or other emergency extend beyond control to the point where lives may seriously be threatened, the entire City or parts of the City may be directed to leave their homes and take refuge elsewhere. At such time, citizens should know which streets would provide them with the most expedient route out of the City. (In many cases, evacuation routes would remain two-way thoroughfares to accommodate relief efforts rushing to the disaster scene.)

Downtown Vicinity

People living or working in the downtown area between the Spur property and the railroad tracks have the most direct access to routes leading away from the City. Circulation in this area is simplified by a general gridiron street pattern which funnels traffic down to El Camino Real and Bayshore Freeway. Both of these routes have very high traffic capacities and continue north and south out of town. If the Millbrae Avenue freeway on-ramp were damaged, on-ramps in San Bruno and Burlingame should be used as alternatives. Temporary refuge might be established across the Freeway, at San Francisco International Airport.

Hillside Areas

For many people living west of the Spur property, Highway 280 will be their most accessible major evacuation route. On-ramps are at Hillcrest Boulevard and Larkspur Avenue. Principal east-west collector streets leading to El Camino Real and the two freeways include (from north to south) Lomita Avenue, Larkspur, Helen Drive, Richmond Drive, Hillcrest Boulevard, Millbrae Avenue and Murchison Drive.

Area East of Southern Pacific Tracks

As pointed out in a previous section, the subdivisions located east of the Southern Pacific Railroad tracks suffer from poor access. Conversely, this will also handicap evacuation, from an area characterized by flood and geologic hazards.

Emergency Preparedness Plan

A fundamental responsibility of civil government is the protection of life and property and the alleviation of suffering and hardship when disaster strikes. The City of Millbrae needs to review and update its plan of action to insure effective and efficient response in emergency situations.

The function of the Emergency Preparedness Plan should be to anticipate the different emergencies which may conceivably befall the community; to organize the City's staff by assigning each public office and department specific emergency responsibilities; to establish a coordination for recovery efforts with other City and County jurisdictions. The Plan also should describe linkages among governmental and private agencies.

AIRCRAFT HAZARDS

Being adjacent to San Francisco International Airport presents a concern for safety. The Airport has expanded over the years and projects annual passengers to increase from 28.9 million in 1986 to between 40 and 50 million by 2006. Aircargo projections do not anticipate reaching the 150,000 ton levels of 1980, projecting 136,400 in 2006.

Most departures and arrivals are over the Bay. About 10% of the takeoffs and departures are over the peninsula. Of greatest concern to Millbrae would be the few occasions when planes land on the runways perpendicular to Bayshore Freeway.

"Approach Surfaces" protect aircraft from tall structures near the Airport. These surfaces slope outward and upward from the runways. Federal Aviation Regulations Part 77 prohibit structures that penetrate the Approach Surface. Actually, Millbrae zoning regulations are much more restrictive than the Approach Surface. Actually, Millbrae zoning regulations are much more restrictive than the Approach Surfaces.

For example in the Millbrae-Rollins Road area, the Approach Surface would allow a structure about 60' high, while the Zoning Ordinance restricts height to 40'. In the Millbrae-El Camino Real area, the Approach Surface would allow 120' while the Zoning Ordinances limit is 40'.

Millbrae's Emergency Plan takes into account aircraft hazards and occasionally conducts drills on simulated aircraft accidents. The City of Millbrae and the Airport are participants in the Multi-County Mutual Aid Agreement.

SAFETY POLICIES

The City of Millbrae fully recognizes its responsibility to protect its citizenry and visitor population from undue hazards of fire, flood and geology; and is cognizant of the potential dangers said hazards pose to life and property; and realize the importance of establishing precautionary measures and specific policies to mitigate these hazards. The following is intended to clarify the City's general commitment to public safety.

1. The City shall keep its citizenry informed as to the current nature and extent of local safety hazards. The City's Quarterly Activity Guide (Park and Recreation Department publication) could be used for this purpose.
2. The City shall update its Emergency Plan.
3. Conduct periodic emergency exercises.
4. Promote public awareness of the Emergency Plan.
5. High occupancy structures should have emergency plans approved by the City.
6. The City shall continue to give priority to capital improvements required to maintain an acceptable level of safety throughout the community.
7. The City shall continue to maintain police and fire departments adequate in manpower, equipment and resources to respond to any fire or other localized emergency within the City. Use of supplemental volunteers should be considered.
8. The City shall maintain its "mutual aid agreement" with San Francisco Airport and neighboring cities to insure adequate response to large scale emergencies which exceed the capabilities of local resources.
9. The City shall prohibit development which would be subject to severe flood damage or geological hazard due to its location and/or design; development also should be prohibited where emergency services, including fire protection, cannot be provided.

10. The City shall maintain ordinances as necessary to insure safe development in areas of known flood or geological hazard.
11. Investigate the desirability of improved lighting for traffic safety (particularly at intersections) and crime prevention.
12. Enforce the prompt abatement of identified fire hazards.
13. Provide a second means of ingress and egress in all development. Do not permit new cul-de-sacs in excess of 500 feet in length, unless there is secondary emergency access approved by the Fire Chief.
14. Maintain Spur property landscaping so as to minimize the seasonal fire hazard. Provide emergency access at critical points along the Spur.
15. Institute a regular inspection program to identify and correct potential fire hazards.
16. Buildings for human occupancy should not be constructed on or across the main surface lineaments of the Serra Fault, unless such buildings can safely accommodate anticipated fault displacements.
17. No additional major streets or public utility lines for gas, water, electricity, flood control, and sanitary sewers should be constructed across any active faults.
18. High-occupancy structures (such as schools, hospitals, office buildings and apartments) or critical emergency facilities (such as fire and police stations, emergency relief storage facilities, and water storage tanks) should not be located within an active fault's "zone of potential surface deformation".
19. Require detailed geotechnical (geologic and/or soil engineering) site studies for all new development, unless waived by City Engineer, to evaluate development risk and determine the engineering precautions necessary to satisfactorily mitigate that risk. The burden should be on the developer to prove to the City that a particular site can be developed without undue hazard to that site or surrounding development.
20. Once identified, all areas having unstable soil conditions should be inventoried and monitored.
21. Recognize land generally west of the Spur property as potentially hazardous to development. Require detailed geologic site studies for all new development and site alterations in this part of the City. Studies should evaluate development risk and determine the engineering precautions necessary to satisfactorily mitigate any risk.

22. Insure the safety of new development on Bay fill against the effects of liquefaction and/or subsidence.
23. Property owners should be required to reforest or otherwise landscape steep sites left bare and fragile by excavation. The City should provide information regarding appropriate plant species.
24. Regularly maintain all creekbeds and conduits to minimize problems stemming from their erosion.
25. Program improvements to drainage channels, hydraulic pumps and conduits responsible for chronic flooding problems.
26. High-occupancy structures, such as schools and office buildings, should be designed or redesigned to protect human life to the highest degree possible during the "maximum probable event" of seismic activity.
27. The structures designated to house local command control of emergency/disaster services should be designed or redesigned to withstand a "maximum probable event" and remain operational.
28. Neighborhoods with potential for being cut-off in an emergency should have a volunteer center for emergency coordination.
29. Regulate land uses in the vicinity of San Francisco International Airport to assure safety of aircraft and of persons and property near the Airport.
30. Limit building height easterly of El Camino Real to 60 feet above mean sea level.
31. Cooperate with San Mateo County in implementation of the Hazardous Waste Management Plan.

NOISE ELEMENT

INTRODUCTION

Noise and Its Effects

Noise is unwanted sound; it is annoying and detrimental to human health. Factors which make sound annoying are loudness, high pitch, intermittence, irregularity, uncertainty of source, and unexpectedness.

The United States Environmental Protection Agency states that permanent hearing loss may occur with exposure to sound levels of 70 or more decibels over a long period of time. Approximately one in ten Americans suffers some measurable hearing loss partly from such exposure.

Noise also interferes with safety and communication, causes undue stress and reduces the quality of life. Additionally, economic values may be affected by noise. A noisy area is less desirable than a quiet place within which to live, work and play. Reduced property values or added costs for acoustical insulation may result from noise. A noisy environment also lowers productivity of workers.

The Government Code 65302(f) requires a noise element of all general plans to provide a basis for comprehensive local programs to control and abate excessive environmental noise. The primary objectives of the Noise element, as laid down in the guidelines adopted by the Office of Noise Control, are: 1) to provide enough information on the community's noise environment that noise may be considered in land use planning; 2) to identify locations in the community deemed "noise sensitive"; 3) to develop strategies to abate or mitigate excessive noise exposure situations or locations; and 4) to provide necessary ground work for an effective local noise ordinance, to allow compliance with State noise insulation standards, to resolve noise complaint situations, and to insure that noise continues to be considered in future land use and development activities.

Section 65302.3 of the Government Code requires that cities' general plans be consistent with the County Airport land use plan prepared by the County Airport Land Use Commission, pursuant to Public Utilities Code Section 21675. In San Mateo County, the City/County Association of Governments (C/CAG)¹ has been designated as the Airport Land Use Commission (ALUC).

¹RPC has been replaced by the City/County Association of Governments (C/CAG).

A smaller group, known as the Airport Land Use Committee, advises the full C/CAG on airport/land use related issues. Millbrae is represented on the Airport Land Use Committee and C/CAG.¹

Another group, Airport Community Roundtable, is composed of representatives of cities affected by San Francisco International Airport. These cities include Foster City, Hillsborough, Burlingame, Millbrae, San Bruno, South San Francisco, Brisbane, Daly City, Pacifica and Half Moon Bay. The City of San Francisco, San Mateo County and the Airport also are represented. The Roundtable evolved as an official body to implement the objectives of the Joint Land Use Study, mainly to reduce the impacts of aircraft noise on residential area. The Roundtable meets regularly to discuss current Airport issues, to hear public concerns and to encourage studies and programs related to noise reduction. Staff assistance is provided by the County and a consultant. Millbrae has been an active participant in the Roundtable since its creation in 1981.

On September 19, 1991 C/CAG considered the Millbrae Noise Element and found it was consistent with the County Airport Land Use Plan.

There is a clear relationship between noise levels and land use planning. While future population in Millbrae may be subject to less noise, this should not suggest that the City government become passive and complacent on the subject. There still remains the problem of dealing with noise in the immediate future. This requires finding ways to reduce noise in the noisier areas or reduce the number of people affected by the noise.

NOISE MEASUREMENT

Though much time and effort may go into development of noise contours, their accuracy decreases with increasing distance away from the noise source. In the near vicinity of the source prediction accuracy may be within the range of +1dB, while at greater distances this may deteriorate to +5dB or greater. At greater distances, meteorological and topographic effects, typically not totally accounted for in most models, may have significant influence, thereby affecting the prediction accuracy. Thus, when dealing with the concept of noise contours, it is best not to think of the contours as absolute lines of demarcation on a map (such as topographic contours), but rather as wide bands of similar noise intensity. It is also important to note that generally the effect of urban development or vegetation on reducing sound may not be as great as expected.

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¹The Airport Land Use Committee includes the following members: Brisbane, Burlingame, Daly City, Foster City, Millbrae, San Bruno, South San Francisco, Redwood City, Half Moon Bay, County of San Mateo, San Carlos, and a member with expertise in aviation (12 members).

The basis for determination of noise and land use compatibility is contours of equal energy noise exposure expressed in terms of Community Noise Equivalent Level (CNEL) or Day-Night Average Level (Ldn) measured in decibels on the A scale (dBA).

HIGHWAY NOISE

Highway noise exposure calculations were performed as a part of the Noise Element update. Estimated noise levels are derived from traffic volumes applied to a formula provided by the State Office of Noise Control. Noise levels are shown as day-night average level (Ldn).

Highway noise levels in Millbrae are illustrated on the accompanying map. Contours are shown on the map as lines connecting areas having equal noise levels. The contours range from 75 dB down to 60 dB.

Highway noise basically increases as traffic volumes increase. The speed of the vehicles and the types of vehicles also are factors. The greatest source of highway noise are the three State highways: 101 with about 240,000 vehicles per day, 280 with about 88,000, and 82 with about 43,000 vehicles per day. Traffic volumes on Millbrae's other streets are not high enough to generate significant noise levels beyond the right of way.

CalTrans has a Community Noise Abatement Program to construct sound walls along existing freeways. Eligible residential areas are those where the residences were built prior to November 1, 1974, or prior to completion of a major construction or widening that resulted in more than a 3 decibel increase in freeway noise. In addition hourly noise levels must exceed 67 decibels.

Under this criteria, some residential areas adjacent to Highways 101 and 280 would be eligible. However, implementation would depend on funding and neighborhood interest.

AIRCRAFT NOISE

San Francisco International Airport Noise Contours in Millbrae are shown on the accompanying map. Noise contour levels down to 65 CNEL are based upon the Airport's monitoring data. The easterly portion of the City, including significant numbers of residences, are within the 65 dB to 70dB CNEL contours.

The San Mateo County Airport Land Use Commission (ALUC) has published standards for airport noise/land use compatibility. These standards indicate that new residential, school, library, church, hospital, nursing home and auditorium uses should not be developed in areas greater than 70dB and should include noise reduction features when located between 65dB and 70dB. Commercial uses should not be developed in areas greater than 80dB and should include necessary noise reduction in areas between 70dB and 80dB. Industrial uses should not be developed in areas above 85dB unless related to airport activities or services; noise reducing measures should be included in new development in areas between 75dB and 85dB. These standards are incorporated in the Noise Element as Noise/Land Use Compatibility Standards.

The ALUC has developed height restrictions for development in areas beneath flight paths. These restrictions are included in the Safety Element of the Millbrae General Plan.

RAILROAD NOISE

Approximately 52 trains pass through Millbrae each weekday and 24 each day on weekends, most between 7:00 a.m. and 10:00 p.m. Four to six trains a day are freight carriers on weekdays and two to four on weekends.¹

There has been no monitoring of train noise in Millbrae. Using a standard formula,² Day-Night Average Level (Ldn) can be calculated as follows:

Weekdays

60 Ldn: audible at up to 550 feet from tracks

65 Ldn: audible at up to 330 feet from tracks

70 Ldn: audible at up to 165 feet from tracks

Weekends

60 Ldn: audible at up to 375 feet from tracks

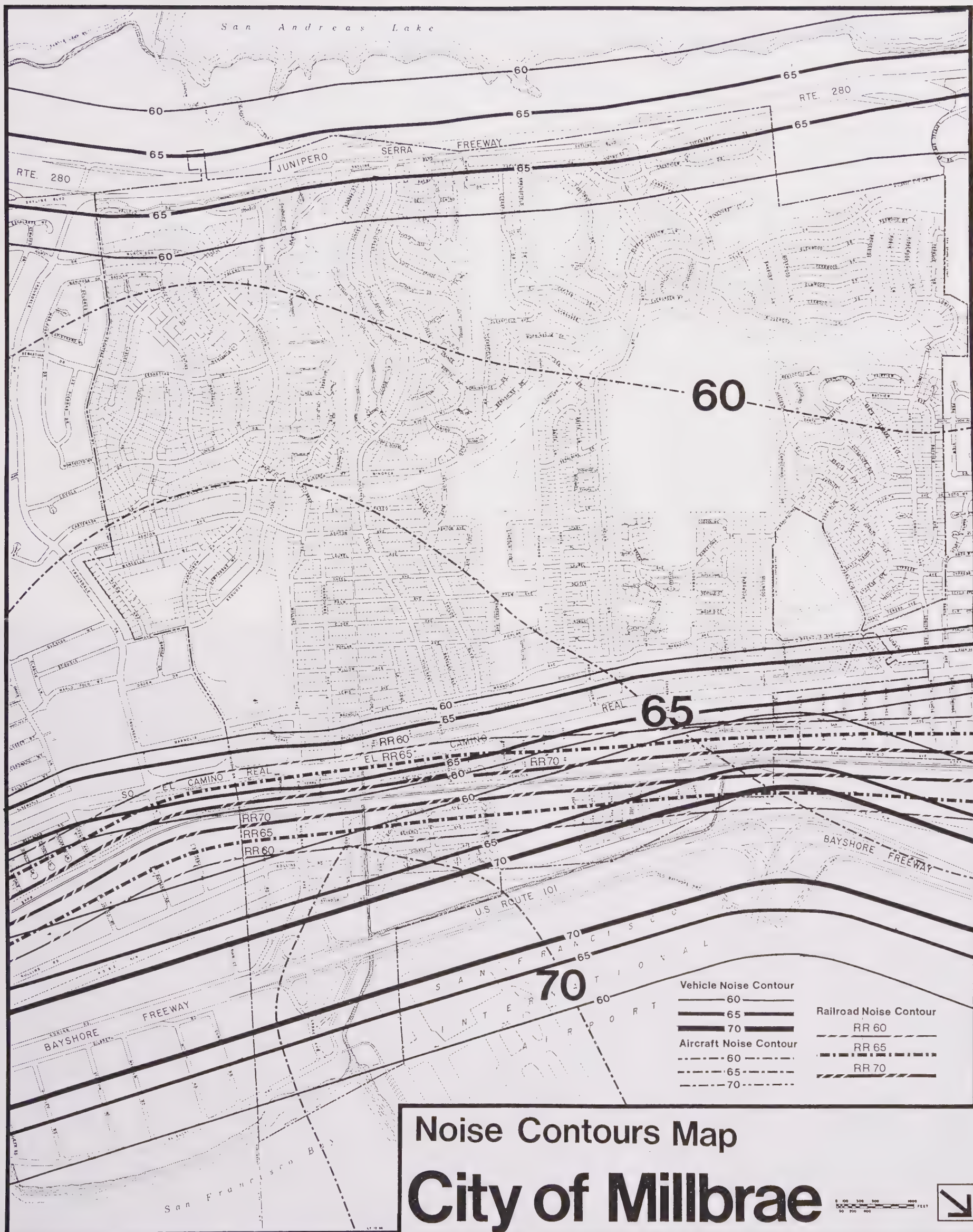
65 Ldn: audible at up to 230 feet from tracks

INDUSTRIAL NOISE

Industrial land uses are limited in Millbrae to primarily light industrial operations (office, distribution and storage). These are concentrated in the E. Millbrae Avenue, Rollins Road, Adrian Road neighborhood. Noise levels from industrial sources have not been measured in this area. The area is also subject to high noise levels from the airport, which probably override other noise sources. If a land use changes to include additional noise-producing use, noise mitigation should be incorporated.

¹CalTrans, Office of Operations and Control

²Simplified procedure for Developing Noise Exposure Contours, Jack W. Swing, Office of Noise Control, May 1975.



NOISE EXPOSURE INVENTORY

A field survey provided data on the existing land uses within the City. From the Existing Land Use Map it was possible to determine the extent and geographic distribution of Millbrae's population. By placing the noise contours over the map the 1989 population subject to various noise levels was calculated.

There are 8,158 (1990 census) housing units in Millbrae. Approximately 65% of the units are subject to noise levels of 60dB or greater. Areas outside the 60dB contour are the south-western and western portions of Millbrae, the areas farthest from the airport. Approximately 14% of the total units are subject to CNEL in excess of 65dB, primarily from Airport noise. These units are located mainly in the southeasterly portion of the City. Residents in this area are also subject to highway noise levels above 60dB. Aircraft noise is the dominant noise factor, however.

Certain land uses are defined in the state law as "noise sensitive." These include schools, hospitals, and other health care facilities. Millbrae has two convalescent hospitals. As shown on the map, both are in 65+ dB locations. Schools also are shown on the noise contour map. Noise levels near these uses are based upon monitoring of Airport noise or calculated using a standardized formula provided by the State Office of Noise Control.

FUTURE NOISE

The prevailing environmental noise in Millbrae is generated by aircraft departing from San Francisco Airport. Except for noise levels generated by automotive vehicles on Bayshore and Junipero Serra Freeways, almost all other highway noise is masked, in terms of annual levels, by aircraft noise.

Highway noise probably will change very little in the future. Vehicles may become less noisy but traffic volumes may increase.

San Francisco Airport Commission, the governing body of San Francisco International Airport, adopted noise regulations designed to reduce the number of dwelling units subject to aircraft noise greater than 65 CNEL. There has already been a substantial reduction in the number of units affected by noise levels of 65 CNEL between 1980 and 1990, due mainly to a program that insulates homes to reduce aircraft noise effects. In addition to noise regulations that limit late night departures, the noise environment improves as the airlines gradually replace noisier aircraft in their fleets. The results of constant monitoring will indicate whether or not the benefits of quieter aircraft will be offset by increased numbers of flights.

Other potential future noise sources may include a BART line and/or expanded CalTrain service. If BART is extended to and beyond the Airport, noise impacts should be assessed and mitigated. Noise impacts from ancillary functions (i.e., additional traffic serving the transit stations) also should be studied.

CalTrain is expected to almost double the number of trains from 52 to over 100 by the year 2000. The noise effects of this increase also should be evaluated.

NOISE CRITERIA FOR LAND USE PLANNING

The purpose of including a noise element in a general plan is to achieve noise-compatible land uses when new development occurs. Since aircraft noise is the dominant type of noise in Millbrae, noise-land use compatibility can be achieved by applying standards of the San Mateo County Airport Land Use Plan when considering proposed land uses. The standards should apply to all noise sources. In establishing insulation requirements for noise mitigation, the ABAG/MTC Airport Land Use Planning Handbook should be consulted.

AIRCRAFT NOISE / LAND USE COMPATIBILITY STANDARDS
FOR SAN FRANCISCO INTERNATIONAL AIRPORT

Land Use	CNEL Range	General Land Use Criteria
Residential, etc.	less than 65	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
Single-family		
Multi-family		
Mobile homes		
Schools		
Libraries	65 to 70	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design.
Churches		
Hospitals		
Nursing Homes		
Auditoriums		
	greater than 70	New construction or development should not be undertaken.

Commercial	less than 70	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
Retail		
Restaurants		
Office Bldgs.		
Hotels-Motels		
Movie Theaters	70 to 80	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design.
Sports Arenas		
Playgrounds		
Cemeteries		
Golf Courses		
	greater than 80	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in construction.

Industrial	less than 75	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
Manufacturing		
Transportation		
Communications		
Utilities		

Land Use	CNEL Range	General Land Use Criteria
	75 to 85	New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation features included in the design.
	greater than 85	New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in construction.
Open Agriculture Mining Fishing	less than 75	Satisfactory, with little noise impact and requiring no special noise insulation requirements for new construction.
	greater than 75	Land use involving concentrations of people (spectator sports and some recreational facilities) or of animals (livestock farming and animal breeding) should generally be avoided.

Source: Airport Land Use Plan, adopted March 26, 1981 by Airport Land Use Commission/Regional Planning Committee of San Mateo County.

NOISE POLICIES

The City of Millbrae intends to undertake a comprehensive approach to noise reduction to abate unnecessary noise from automotive vehicles, airports, railroad lines and stationary sources.

POLICIES

1. Minimize truck use of residential streets.
2. Encourage the State to consider constructing noise barriers along selected segments of the freeways.
3. Enforce Vehicle Code noise emission standards.
4. Enforce Vehicle Code provisions which prohibit alteration of vehicular exhaust systems in a way that increases noise emissions.
5. Regulate construction activity to reduce noise between 7:00 P.M. and 7:00 A.M.
6. Continue to cooperate with other affected agencies to achieve further reduction of airport-generated noise.
7. Participate in decisions on future extensions of rail transit lines.
8. Apply noise criteria to land use planning.
9. Require and implement mitigation measures to reduce noise effects on future projects.
10. Prevent the placement of new noise sensitive uses unless adequate mitigation is provided.
11. Continue to cooperate with the Airport Land Use Commission (ALUC-C/CAG) and Airport Community Roundtable in efforts to minimize the effects of aircraft noise.
12. All new residential uses, including single-family dwellings, duplexes, apartments, hotels and motels, subject to CNEL of 65 dB or greater, shall be insulated to reduce interior noise levels to 45 dB or less.
13. Continue to cooperate with the Community Airport Roundtable, Airport Land Use Commission and City/County Association of Governments (C/CAG) objectives to minimize aircraft noise impacts.
14. Support the Airport Land Use Commission policy of not seeking relief from aircraft noise by shifting it to another community.

15. To the extent possible, continue the current noise insulation program that is based on 80% Federal and 20% San Francisco Airport funding and which provides noise insulation for dwellings impacted by aircraft noise 65dB or greater. Encourage the Airport to fill any gaps that might occur in Federal funding until all eligible homes have been insulated.
16. Encourage the Airport Land Use Commission to update San Francisco Airport noise contours on an annual basis.
17. Oppose changes to the California Noise Standards that lessen the State's authority to control aircraft noise impacts.
18. When an acoustical analysis is required, the following table of standards shall be applied to determine the extent of noise insulation for noise-level compatibility.

MAXIMUM INTERIOR NOISE LEVEL¹

Use	Interior Equivalent Energy Level (Leq)
All residential, sleeping areas	45 dB
All residential, non-sleeping areas	50 dB
School classrooms	50 dB
School auditoriums; legitimate theaters	35 dB
Libraries; recreation buildings	55 dB
Church sanctuaries; movie theaters	40 dB
Concert halls	25 dB
Industrial	55 dB ²
Commercial	50 dB
Office	50 dB

¹Standards derived from various sources including EPA and HUD (FHA)

²In areas where people work continuously on tasks not related to noisier interior activities. Noisier areas should not exceed 75 dB.

19. Issue citations and fines for violations of the California Vehicle Code Noise Emission Standards.
20. Revise the zoning ordinance to incorporate noise/land use compatibility standards as a basic requirement of new development. Prohibit new noise-sensitive uses in areas where the noise level is too high.
21. Establish insulation requirements as mitigation measures for all development subject to noise levels higher than 65 dB CNEL. Insulation should attenuate noise to an interior level of 45dB CNEL or less.
22. Where areas are too noisy for proposed land uses, planning approvals may be withheld on the basis of inconsistency with the noise element of the General Plan except for infill or replacement.
23. Continue to apply for and administer funds for residential noise insulation in eligible areas.
24. Investigate the need to control stationary noise sources such as leaf-blowers, power mowers.
25. Consider regulating construction hours to minimize noise during early morning and evening.

APPENDIX

DEFINITIONS

Decibels, db:	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure which is 20 micropascals (20 micronewtons per square meter).
A - Weighted Sound Level:	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.
L10:	The A-weighted sound level exceeded 10 percent of the sample time. Similarly, L50, L90, L99, etc.
Equivalent Energy Level, Leq:	The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8 and 24 hour sample periods.
CNEL:	Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.
Ldn:	Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m. NOTE: CNEL and Ldn represent daily levels of noise exposure averaged on an annual basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

Noise Exposure Contours	Lines drawn about a noise source indicating constant energy levels of noise exposures. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.
Ambient Noise Level:	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
Intrusive Noise:	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency and time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.
Equal Noisiness Zones:	Defined areas or regions of a community wherein ambient noise levels are generally similar (within a range of 5dB). Typically, all sites within any given noise zone will be of a comparable proximity to major noise sources.

ACOUSTICAL SCALE

dba	HUMAN RESPONSE	OUTDOOR	INDOOR
160			
155	Lethal		
150			
145			
140	Painfully Loud	sonic boom	
135			
130			
125		jet take-off at 200'	
120			oxygen torch
115			discotheque
110	Physical Discomfort	motorcycle at 20'	
105			
100		power mower	
95		diesel pump at 100'	
90		freight train at 50'	food blender
85	Annoying	freeway traffic at 50'	alarm clock
80			
75			
70		average traffic at 100"	vacuum cleaner
65			elec typewriter
60	Intrusive		
55			
50			normal converse
45		light traffic at 100'	refrigerator
40			
35			whispering
30			
25	Quiet		
20			
15			
10		leaves rustling	
5			
0	Threshold of Hearing		

OPEN SPACE, CONSERVATION AND RECREATION

INTRODUCTION

The Open Space, Conservation and Recreation Element is an update of the 1974 General Plan element, revised to reflect current conditions, needs, and relevant State laws. The revised element retains the same format and many of the same policies as the 1974 element. The differences are primarily in providing more specific direction as to how to implement stated goals and policies, and greater recognition of limited City funds for development and maintenance of recreational and open space areas. The updated General Plan continues the City policy of providing 1.4 acres of parkland per 1,000 population. No new sites are recommended for public acquisition. Recommendations for improvements of parks and recreational facilities are considered long-term goals to be carried out as funds are available. Other new factors of the element are:

- Policy revisions to satisfy recent state laws and require adequate mitigation to maintain air and water quality, conserve energy, and minimize impacts of development in hazardous or environmentally sensitive habitat areas.
- Policies addressing the potential loss of open space and recreational facilities on closed school grounds.
- Provision of recreational opportunities for persons of all ages.
- Greater recognition of the endangered San Francisco garter snake and red-legged frog habitat on the airport lands.
- A desire to cooperate with private parties in beautification of the City.

DEFINITION OF OPEN SPACE

The Government Code of the State of California defines open space as serving four primary purposes:

Open space for the preservation of natural resources, concerned with the conservation of water and vegetative resources, harbors, fisheries, wildlife, minerals, soils, and other natural resources.

Open space for managed production of resources, concerned with forest and agricultural lands, major mineral deposits, and water supply lands.

Open space for outdoor recreation, concerned with park and recreation areas, natural reservations, and areas of historical and cultural significance. It includes open spaces that serve as visual amenities.

Open space for public health and safety, focusing on areas which involve fire hazards, geological hazards, water and air quality protection and areas in airport flight path and protection zones. Open space deemed necessary for the public welfare of the people is discussed in this category.

The Open Space, Conservation, and Recreation Element will follow these major classifications as relevant to Millbrae. Cross-references are made where topics are covered further in other General Plan Elements.

OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES

The preservation of natural resources at all levels is vital to the health and continuation of the world as we know it. Clean air and water are necessary for human health, and for the vegetation, animals and fish life that feed us. Preservation of wildlife and its natural habitats is increasingly difficult where there are pressures for continued urbanization. State and federal laws require protection of rare and endangered wildlife species, and mitigation of other adverse environmental impacts.

VEGETATIVE RESOURCES

Plant Communities

Natural plant communities in Millbrae include the Chaparral, and Broadleaf/Riparian Woodland. These are described as:

Chaparral: Chaparral areas are characterized by heavily branched shrubs including scrub oak, chamise, and low branched shrubs such as coyotebush and poison oak. Chaparral is located on the dry south and east facing slopes of the western hills.

Broadleaf Forests (Riparian Woodland): The Broadleaf Forests are characterized by California buckeye and laurel and other deciduous plants found primarily in canyons and along water courses (riparian vegetation). In general, wildlife nesting and feeding sites are located in the riparian woodlands.

These plant communities represent remainders of the original Millbrae natural environment and are of unique educational value in understanding natural systems and inter-relationships.

Other Vegetative Resources

The City park and open space areas contain both indigenous and introduced California natives: Wild Lilac, Coast Live Oak, Toyon, Buckeye, Jenesta, Elder, Wild Cherry, Eucalyptus Coast Redwood, Monterey Pine, and Arizona Cypress. Eucalyptus and Pine trees are scattered on other City-owned parcels.

The open grasslands, marshy areas and scrubby vegetation on the Airport lands are potentially valuable in association with the San Francisco Garter Snake habitat. The marshy areas provide food (red-legged frogs) and shelter for the snakes. Grasslands may be used as mitigation corridors. Eucalyptus trees along the railroad tracks also provide a visual buffer for adjacent residences.

Trees and shrubs along the City streets enhance the City's scenic quality. Private landscaping, particularly along well traveled thoroughfares, contributes to the City's beautification efforts.

WILDLIFE HABITAT¹

Mammals

To some extent, the Black-Tailed Jack Rabbit, Deer Mouse, California Meadow Mouse, Coyote, and Raccoon can occasionally be found in the upper canyon areas and Junipero Serra Regional Park, which is adjacent to Millbrae. The Grey Fox, Valley Pocket Gopher, Brushrabbit, Coast Deer, Bobcat, and Virginia Opossum, can be seen at times. The natural vegetation, seasonal availability of water, and isolation of these areas make them attractive to wildlife.

Birds

Certain avians have found nesting places within the City's parks and general open spaces. Species common to chaparral include California Quail, Chestnut-backed Chickadee, California Thrasher, and Rufous-sided Towhee. In grasslands, the Brewer's Blackbird and Mourning Dove are sometimes found. Other birds found in Millbrae include Allen's Hummingbird, Robin, Bluejay, Mockingbird, Purple Finch, Herons, Egrets, and Acorn Woodpeckers.

Reptiles and Amphibians

A few reptiles and amphibians find habitat in Millbrae. These include the Pacific Gopher Snakes, Arboreal Salamander, and Western Toad. The San Francisco Garter Snake, an endangered species, lives on portions of the airport lands.

Rare and Endangered Species

The San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia*) is an endangered species known to live in and near Millbrae, generally west of Junipero Serra Freeway (particularly within the Crystal Springs Reservoir watershed), and on marshy vacant lands west of Highway 101, known as the "Airport lands."

The garter snake is federally listed as an endangered species, and is considered one of the most beautiful snakes in North America.² It has a wide strip of greenish-yellow edged with black along its

¹Habitat is the area or type of environment in which an organism or biological population normally lives. The basic elements of habitat are water, vegetation, climate and food.

²Fitch, 1965.

back bordered on each side by a broad red and black stripe. The belly is greenish-blue in color and the top of the head is red.¹ Adults grow to a length of 18 to 51 inches.²

Historically, the San Francisco garter snake was found on the San Francisco Peninsula from approximately San Francisco County line south along the base of the Santa Cruz Mountains to at least Crystal Springs Reservoir and along the coast south to Ano Nuevo Point. Many of the snakes' habitat areas have been destroyed by urbanization. Their present distribution is in isolated pockets within the historical range. The Airport lands west of Bayshore Freeway represent the northeasternmost known occurrence of the snake on the peninsula. It is one of only five known locations of the snake (others have not been confirmed) and thus is a very significant location in terms of the continued existence of the subspecies.³

A three year study, funded by CalTrans and the Federal Highway Administration, was undertaken to obtain more information on the snakes' biology and ecology, and to discuss the potential for future development of the property. The study was required as mitigation for completion of Interstate 380 between San Bruno Avenue and the San Francisco International Airport.

SOILS

Erosion is generally not a serious problem in Millbrae. Most of the land is developed. During the 1982-83 winters, however, some erosion and sliding occurred on several vacant parcels in the City.⁴ Steeper hillside lands are subject to soil erosion particularly where cuts, grading or landslides have occurred.

Soil that washes down from the hills eventually is deposited in the Bay. The Regional Water Quality Control Board has an interest in the effect of soil erosion on San Francisco Bay water. The Water Quality Control Plan (Basin Plan) for the San Francisco Bay Region encourages local governments to regulate erosion and sedimentation. If local governments do not adopt adequate controls, the Regional board can enforce erosion control by issuing localized waste discharge requirements. Millbrae has not yet adopted a grading ordinance to satisfy Regional Water Quality Control Board and ABAG requirements.

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¹Dept. of Fish and Game, 1980; Fitch, 1965.

²Stebbins, 1966.

³Department of the Interior, Fish and Wildlife Service, March 13, 1983, correspondence by William F. Shake, Assistant Regional Director to Federal Highways Administration.

⁴Public Works Department

WATER RESOURCES

Millbrae's water supply comes from the Hetch Hetchy via the City and County of San Francisco Water Department.

Millbrae has contracted with the City and County of San Francisco for its water supply from its water system since incorporation. The system distributes water that originates in the Hetch Hetchy Valley of Yosemite National Park to 31 Bay area agencies. It provides roughly all of the City's water supply, or 926 million gallons per year without rationing (1989). Hetch Hetchy water is of good quality. The water is fluoridated for dental protection.

Millbrae does not expect future demand for water to increase significantly. Most of the City is already developed and the City population projections are for a declining resident population. Some existing uses may change or intensify, however. Such proposals must be considered in terms of long term availability of water.

After four, and possibly five, continuous drought years, there is concern about the amount of water that may be available in the future. The City should be prepared to formulate and enforce strict measures to conserve water.

AIR QUALITY

Air quality in Millbrae is closely related to air quality throughout the San Francisco Bay Area. Regional climatic factors, topography, wind patterns and seasonal temperature inversions affect the Bay Area as a whole. The San Francisco area's most serious pollution problem is attributable to mobile sources, primarily hydrocarbons, nitrogen oxides and carbon monoxide emissions, related to automobile emissions. Millbrae's air quality is likewise most affected by automobile emissions.

The Millbrae area experiences frequent temperature inversions (warmer dry air, riding over cool marine air at varying heights) which create a layering effect, limiting the volume of air into which pollutants can be dispersed. The inversion and wind speed determine the ventilation or total volume of air available to dilute and disperse pollution. However, poor ventilation during the warm, sunny months, fosters the development of photochemical oxidant, of which ozone is the major component, usually April to October is the "ozone season", when air pollution is quite apparent.¹

¹Air Pollution and the San Francisco Bay Area, prepared by the Bay Area Pollution Control District, March 1976.

Regulation of Air Quality

Millbrae is part of the San Francisco Bay Area Air Quality Management District (BAAQMD) which regulates air pollution emissions throughout the Bay Area according to regional air quality standards. Air quality standards are set by the Federal Government (Air Quality Act of 1967), implemented through the Environmental Protection Agency, and the State Government (Air Resources Board). Pursuant to the Clean Air Act of 1988, the BAAQMD in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) will develop a 1991 Clean Air Plan for the Bay Area. This plan will include long term control strategies for attaining and maintaining air quality standards. The Plan will include additional pollution controls on industry and will reflect tighter emission standards on vehicles. Primary emphasis will be on reducing the use of motor vehicles through Transportation Control Measures (TCM).

The San Francisco Bay Area is one of the state designated critical air pollution basins. Over 75% of the Bay Area population lives in areas which meet the National standard. However, during the past several years air quality standards for ozone and suspended particulates have been exceeded in portions of the Bay Area. Ozone exceedences have reduced from 47.4 days in the 1965-69 period to 7.2 days for 1985-89.¹

Specific information on air quality in Millbrae is not available, The Bay Area Pollution Control District which monitors air quality in communities throughout the Bay Area, does not operate an air monitoring station in Millbrae. Information on observed levels of pollutants and the number of days ambient air quality standards were exceeded is presented for the monitoring station at Redwood City. In the 1985-89 period, the national standard for ozone of 0.12 parts per million (PPM) was exceeded one time. The State standard of 0.09 PPM was exceeded eleven times during that period.

In order for Millbrae's General Plan to be consistent with the AQMP, the City's population and employment projections must fall within those anticipated in the AQMP. The City must assure that the cumulative air quality impacts of land use patterns, potential development, and circulation policies for Millbrae are adequately mitigated. The General Plan must also require individual project analysis and impact mitigation consistent with CEQA requirements.

¹Bay Area Air Quality Management District Information Bulletin 8/18/90.

The Potential Air Quality Environment

Approximately 90% of the land in Millbrae is developed with urban uses. The General Plan Land Use Element proposes few changes in land use and a limited amount of new development. At maximum permitted densities, the General Plan will allow approximately 300 new residential units and modest expansion of commercial areas. Without further information on the potential types and intensities of uses, it is not possible to evaluate potential air quality impact. Anticipated residential development under Millbrae's General Plan approximates the ABAG population projections used in setting air quality standards for the AQMP. Thus, the General Plan is adequate in meeting air quality standards for anticipated growth.

Air Quality Impact Mitigation

The California Environmental Quality Act (CEQA) requires mitigation of all significant effects of proposed projects. "Projects" are defined to include not only individual development plans but General Plans and amendments thereto. Recommended mitigation measures of Millbrae's General Plan are:

- (1) Alternative Transportation Modes: to support and encourage frequent accessible transit service where needed, and coordinate local and regional systems; consider effect of parking requirements on transit use (i.e., provision of additional parking can counteract policies to minimize auto use).
- (2) Mixed land uses: encourage mixed uses, such as residential, commercial and office, within a single project to reduce vehicle trips.
- (3) Compatible land uses: favor land use patterns that will reduce vehicle miles traveled (e.g., locating residential uses near services, transit, shopping) where compatible. Minimum impact of localized air pollutants on sensitive land uses (hospitals, senior citizen housing, parks, etc.) with buffer areas and careful siting.

ENERGY CONSERVATION

State laws protect individuals' rights to alternative energy systems and offer incentives for their use. Each parcel in the subdivision has the right to receive sunlight across adjacent parcels for any solar energy systems. (Section 66475.3 of State Government Code). The Solar Shade Control Act prohibits the placement of vegetation in locations that would shade a solar collector on another's property. Section 66473.1 of the State Government code requires that residential subdivisions provide to the extent feasible for passive and natural heating and cooling opportunities.

Millbrae's Subdivision Ordinance does not satisfy State requirements for passive or natural heating and cooling. Few development projects have utilized alternative energy design. New energy standards for residential buildings (Title 24 of the California Administrative Code) apply to all new and additions to residential buildings. Hotels, motels, and buildings with four or more habitable stories are covered by the standards; historical buildings and buildings in which all energy for space heating, space cooling and water heating is provided by nondepletable resources are exempt. Energy conservation standards for nonresidential structures are being developed as well.

In addition, the California Energy commission adopted administrative regulations which are in Title 20 of the Administrative Code. These regulations govern enforcement by local building departments, permit requirements and other compliance tools.

OPEN SPACE FOR THE MANAGED PRODUCTION OF RESOURCES

Millbrae has no resources which are presently managed for production. These would include agricultural uses, forest lands, mineral deposits, or fisheries. In the conservation section of this report, the importance of the managed production of water resources has been discussed.

OPEN SPACE FOR OUTDOOR RECREATION, PARKS AND GENERAL OPEN SPACE

Park Standards

Millbrae's parks include: tot lots (parks generally less than one acre in size), neighborhood parks (generally one to five acres in size); and Central Park, a 8.13 acre community park with a recreation hall designed to serve community recreational needs. Junipero Serra County Park (93.3 acres) adjacent to the City is a regional park owned and operated by the County of San Mateo.

There is little agreement among authorities about how much park land should be provided to a given population. The National Recreational and Parks Association recommends one acre of park and recreation space for each one hundred population, and one-quarter of a mile maximum service distance for a neighborhood playground. The National Recreation Association general standard is five acres per 1,000. Many cities in California have standards ranging from one to five acres per 1,000 persons. Each city must establish its own park acreage standards in relation to what is realistically available and what is necessary to satisfy the needs, desires, and general health and welfare of its residents. Millbrae Subdivision Ordinance requires the dedication of land (2 acres per fifty lots; or where less than fifty lots are involved, the dedication of in lieu fees based upon the assessed value at a ratio of 4.5 acres per 1,000 population. Land or in-lieu fee dedication for park and recreation purposes is permitted under State law (Public Resources Code Section 66477).

Millbrae's 10 parks total approximately 28 acres. With a population of 20,412 (1990 census), Millbrae provides approximately 1.4 acres of park land per 1,000 residents. In addition to Millbrae's parks, many residents use Junipero Serra Regional Park and local school grounds available for recreational use. If school grounds (approximately 65 acres) are included, Millbrae's parks per population standard is 4.65 acres per 1,000. Wherever possible, school grounds should be retained for public recreational use to supplement areas deficient in park facilities.

The present amount of parkland will be adequate to maintain the City wide park per population ratio for projected populations. Neighborhood needs and needs specific to ages and interests should continue to be addressed.

The General Plan recommends no further acquisition of parkland due to limited funds for development and maintenance, and because the current and projected City wide parks per population ratios satisfy the desired standard.

EXISTING RECREATION FACILITIES AND THEIR USES

Inventory of Existing Facilities

City Parks: At present there are ten parks on City land throughout Millbrae. In addition, Bayside Manor Park, is leased from the Pacific Gas and Electric Company for \$1/year and Marino Vista Park and Bayfront Park are on land leased from the Airport. These thirteen parks total 31.68 acres (see Table 1). Additionally, there is landscaped park space on the Civic Center grounds (Constitution Square).

The largest of the parks, at 8.13 acres, is the Central Park located just west of the Civic Center. It serves both the surrounding neighborhood and the community as a whole since it is the site of the Millbrae Community Center. The others are smaller neighborhood parks.

All of Millbrae's parks are either fully improved or are budgeted for full improvement. The Community Center, constructed in 1969, is a complete multipurpose facility including auditorium, meeting rooms, senior wing, and provision for food service.

The Spur Property: The 52 acre Spur site is a unique recreational resource which Millbrae is fortunate to possess. It is intended that the property be used by the entire community for passive outdoor recreation. Although at present the Spur is unimproved, pedestrian and bicycling trails in a natural setting are planned.

Junipero Serra County Park: Approximately 15 acres of the 93 acre San Mateo County Junipero Serra Park are located in the northeast corner of Millbrae. This is a natural area characterized by steep terrain, and suited for hiking and wildlife observation.

School Playgrounds and Playfields: As in most cities, Millbrae's school grounds are important recreational resources. The two high schools*, one intermediate and eight elementary schools within the City provide 65.5 acres of playgrounds and playfields.

These school facilities are much favored, especially by the young, for active outdoor recreation such as team sports. The two high schools serve both their neighborhoods and the community at large, while the elementary schools are primarily neighborhood resources.

In addition, the local school districts have been most cooperative in allowing their facilities to be used by the Millbrae Parks and Recreation Department. Mills High School, especially, has proved an invaluable supplement to the facilities of the Community Center.

* Capuchino High School actually is in San Bruno but is surrounded by Millbrae.

EXISTING RECREATIONAL FACILITIES IN MILLBRAE

CITY PARKS

Constitution Park	0.25 acres
Green Hills Park	2.00 acres
Firehouse Park	0.33 acres
Josephine Waugh Park	5.00 acres
Marino Vista Park	1.20 acres
Lions Park	0.75 acres
Rotary Park	1.00 acres
Central Park	8.13 acres
Schultz Park	2.52 acres
Mills Park	4.68 acres
Meadows Park	2.30 acres
Bayside Manor Park	0.77 acres
<u>Bayfront Park</u>	<u>3.00 acres</u>

CITY PARKS SUBTOTAL 32. acres

SPUR PROPERTY (unimproved) 52.0 acres

JUNIPERO SERRA COUNTY PARK (approx. 93 acres total) 15.0 acres
(in Millbrae)

SCHOOL PLAYGROUNDS AND PLAYFIELDS

Capuchino High	12.8 acres
Mills High	21.9 acres
Glen Oaks Elementary	2.6 acres
Green Hills Elementary	4.0 acres
Taylor Intermediate and Highland Elementary	7.0 acres
Lomita Park Elementary	1.1 acres
Meadows Elementary	3.3 acres
Millbrae Elementary	7.3 acres
<u>Spring Valley Elementary</u>	<u>5.5 acres</u>

SCHOOLS SUBTOTAL 65.5 acres 65.5 acres

CIVIC CENTER (CONSTITUTION SQUARE) 1.0 acres

TOTAL 165. acres

OPEN SPACE INVENTORY

Millbrae presently has a variety of open space resources serving a wide range of recreational and conservation purposes. The City maintains a neighborhood park system with the objective of providing small areas of open space for active recreation primarily in the hill areas. School districts have recreational facilities that are generally well dispersed throughout Millbrae and are shared by the City.

In addition, Millbrae benefits from several very large, well situated publicly and privately owned parcels which provide a variety of open space uses. Included here are lands owned by the San Francisco Water Department and the Green Hills Golf Course. Due to the sharply rising hills in the western third of Millbrae, many areas are extremely steep allowing parcels to be left undeveloped and heavily vegetated. A major open space resource in Millbrae is the City owned Spur property which because of its length and central location has the greatest potential for public use for all Millbrae residents.

Following is an inventory of Millbrae's current public and private open space resources with some assessment of their potential. Acreage quotations are approximate.

1. City Parks

The City Parks and Recreation Department presently maintains four "city-wide" and nine "neighborhood" parks located mainly on the west side of the City covering a total of about 32 acres. Present improvements and facilities at these parks are generally considered by citizens to be adequate.

2. School District Facilities

The playgrounds and playfields of the two high schools, Mills and Capuchino, eight elementary schools (including three closed schools) and one intermediate school of the Millbrae Elementary School District together provide about 66 acres of active recreation uses.

3. The Spur Property

The most significant city-owned space in Millbrae, in terms of physical area, location, and public use potential, is the Spur property. Beginning at Millbrae Avenue and Magnolia, and winding almost the entire length of the City, the Spur varies in width from 100 to 400 feet and occupies approximately 52 acres. The Spur property has remained in its natural state along most of its length, being restricted to convenient access by the general public, yet offering unique opportunities for passive recreational uses once access is gained. The City has programmed development of

the Spur based on recommendations of the Spur Study Committee and Park and Recreation Commission. Developed portions include Rotary Park, Josephine Waugh Park and a par course along Millbrae Avenue.

4. San Francisco Water Department Lands

Within Millbrae City limits, the City and County of San Francisco owns three sizeable parcels of land which are presently utilized by the San Francisco Water Department, all of which are only marginally developed. The Water Department parcel on El Camino Real occupies 15.4 acres, and borders the Southern Pacific Railroad right-of-way to the east. The land is presently being used as the Peninsula Division Headquarters.

Centrally located on the west side of the City, the Water Department maintains a pump station on a parcel 16.6 acres in size. The terrain of this property is quite steep and very heavily vegetated. Earth slides have rendered a part of this property undevelopable.

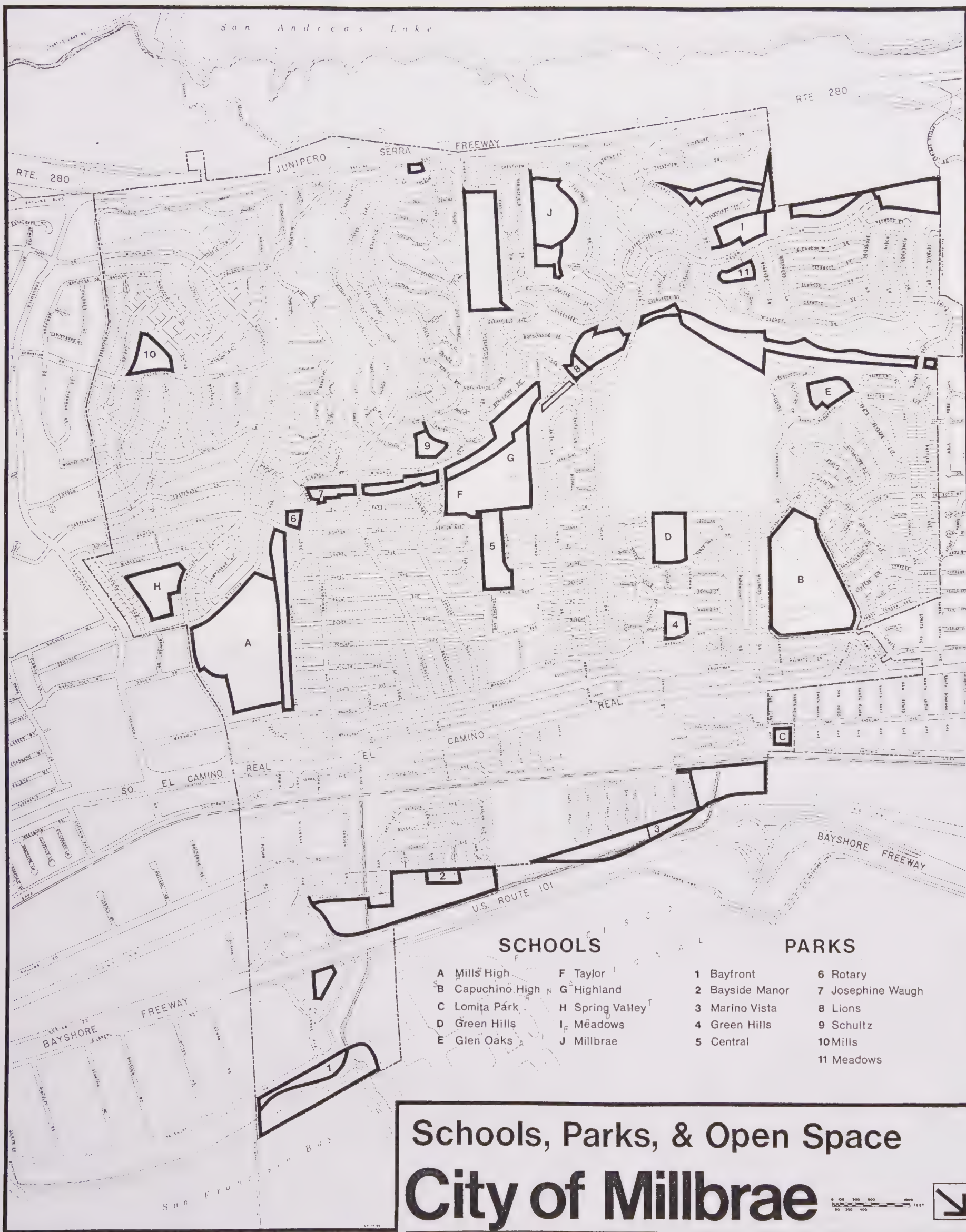
Another significant Water Department parcel containing the filtration plant lies just outside the northwest boundary of the City, bordering Skyline Boulevard. Most of this 56 acre property is also quite steep, providing unexcelled views of the northern Peninsula area. The land remains in its natural state, heavily vegetated with live oak trees. Privately operated equestrian stables are located on this property. Currently, the Department intends to supplement the existing 3 million gallon underground reservoir with an 8 million gallon above-ground tank. In addition, chlorine treatment facilities will be replaced with ozone treatment facilities.

5. County Lands

Adjacent to the above described Water Department property lies San Mateo County's Junipero Serra Park, approximately 15 acres of which are in Millbrae. These steep and bare slopes exhibit many slide areas and remain susceptible to further soil erosion. As permanent open space, however, these potential hazards are not significant.

6. San Francisco Airport Lands

The San Francisco Airport owns approximately 90 acres of undeveloped land along the west side of the Bayshore Freeway, between Millbrae Avenue and the northern City boundary. Within this area land for a neighborhood park has been leased by the City and developed. Further north, adjacent to San Bruno, the Airport land is proposed as one of the alternative BART stations. In addition, the Airport proposes parking facilities served by a people mover to provide access to the terminal and other Airport facilities.



The Airport also owns the only waterfront land within the City of Millbrae. This property, approximately 8.5 acres in size, is located adjacent to Old Bayshore Highway. This land was created with fill material which would have to be considered in connection with development of any structures. Residents of Millbrae and the surrounding communities have traditionally used this land for airplane watching and other passive recreational pursuits. About 3 acres of the site is improved as a Bayfront Park and portion of the regional Bay Trail.

7. Private Lands and Facilities

The Green Hills Country Club features an 18 hole golf course extending over 103 acres of land and represents the largest reservoir of privately owned open space in Millbrae. This facility is considered financially successful and is expected to remain at its present size and location indefinitely.

At the northerly end of Helen Drive the Millbrae Meadows Swimming Club is located. The private facility has a 3.6 acre site with a pool constructed and operated by the membership.

At Monterey and Santa Paula, on the easterly side of the railroad tracks is the private Millbrae Tennis Club. The private club maintains several tennis courts on land leased from P.G. & E.

8. Residential Interior Lots and Deep Backyards

Steep topography and unstable soils in some of the hill areas of Millbrae have resulted in only partial utilization of many very large residential lots. Homes have been constructed along streets, leaving deep rear lots and backyards largely or entirely unimproved, often extending down into creek beds. On a block scale, this has produced open interior areas which provide beneficial open space.

Major Proposals and Recommended Action

Methods to carry out Millbrae's Open Space Plan as shown in the Open Space Map range from negotiated purchase of selected areas to permanent restrictions on the use of the land through zoning. Due to Millbrae's essentially developed character, zoning restrictions can be used to maintain many existing open space areas and prevent more intensive or imprudent development of areas designated permanent open space in the Plan.

OPEN SPACE POLICIES

1. There is no need for additional land for active recreation use; however, there is a need for more facilities on existing public lands.

2. There is need for additional public land for passive open space use.
3. The Spur property should be improved with trail facilities and additional landscaping
4. Any proposed sale of the SPUR property should be put to a vote of the people.
5. There should be continued attention given to open space in connection with, and as part of, private development.
6. Continue to provide recreational opportunities for a wide variety of ages, abilities, and interests.
7. Continue to maintain existing City parks and make improvements where feasible to meet park users' needs.
8. Conserve open space lands and maintain as necessary for public health, safety, and welfare. Consider as open space lands those which are:
 - a. subject to geologic or seismic hazards, erosion, flooding, liquefaction, or other hazards unless such hazards can be adequately mitigated to assure public health and safety for the life of the project;
 - b. portions of property which are identified, through the EIR process, as environmentally sensitive habitat areas or archaeological sites. Require setbacks to development as buffer areas, and conformance with other mitigation measures as recommended in the EIR.
 - c. those portions of property which have significant value to the public as scenic resources, aesthetic or recreation purposes.
9. Protect as many trees as possible. Require identification of all trees over six inches in diameter and continue to require landscaping plans during design review.
10. Continue to work with the school districts to allow public recreational use of school grounds, particularly in neighborhoods where parkland is deficient. Retain public recreational use of a portion of closed school grounds.
11. Before new projects are approved, assure that long term maintenance needs are considered, including need for future staff and equipment.
12. Continue to encourage community organizations and private citizens to help the City maintain public and open spaces.

13. Develop an action program for bicycle route improvements including signing, striping, paving and provision of bicycle facilities.
14. Review open space requirements in connection with development and revise as necessary to provide adequate landscaped and open space areas.
15. Develop plans and programs for extensive planting and maintenance of trees and other landscaping in public areas, including street medians.

CONSERVATION POLICIES

1. Protect and conserve the City's natural resources including vegetation, wildlife, soils, water, and air, in accordance with Regional, State and Federal laws.
2. Conserve and enhance the natural vegetation and physical features to protect the appeal and visual amenities unique to the City.
3. Supplement natural vegetation in park and open space areas as wildlife habitat, to prevent erosion, to serve as noise and scenic buffers and to contribute to air quality improvement.
4. Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration. Prevent siltation and pollution of San Francisco Bay.
5. Develop programs to reduce use of water.
6. Conduct studies to determine the potential of the underground aquifer as a supplemental source of water.
7. Strive to maintain and improve air quality by improving traffic circulation, encouraging mass transit, and requiring project mitigation where air quality impacts are unavoidable.
8. Encourage use of alternative energy sources, including passive heating and cooling, by allowing variances to site or building requirements (i.e., setbacks, lot coverage, building height, etc.) where consistent with public health and safety.
9. Require preparation of a drainage and erosion control plan for land alteration and vegetation removal in hillside areas.
10. Continue to work actively with the San Francisco Bay Area Water Users Association and the water agencies of the San Mateo County to develop a regional approach to conservation of water resources.

11. Review current City requirements and, as necessary, adopt criteria for the content of air quality analyses in Environmental Impact Reports, as recommended by the Bay Area Air Quality District.
12. Require Transportation System Management programs of major employers to reduce pollution from traffic congestion.
13. Prepare and implement a Congestion Management Plan as required by the State, to improve air quality.
14. Conform with Title 24 building standards to conserve energy and encourage alternative energy use.
15. Satisfy standards for treated wastewater (effluent) established by the State Regional Water Quality Board.

HOUSING ELEMENT

(Bound Separately)

CIRCULATION ELEMENT

INTRODUCTION

The Circulation Element is an update of the adopted 1973 Millbrae Street and Highway Plan. The Element identifies current traffic, circulation, and parking problems, presents current traffic counts for City arterials and adjoining freeways, and discusses relevant regional transportation plans. Policies and implementing actions are recommended to address current and anticipated needs.

The policies in the Circulation Element are structured to establish a comprehensive transportation system; provide efficient, safe, and pleasant movement in Millbrae; to mitigate environmental impacts of vehicles; and to provide adequate transportation services for Millbrae residents and workers.

The Circulation policies and actions are coordinated with those of other general plan elements in order to achieve the required consistency among elements (Section 65302b of the Government Code). Land Use designations and intensities of use reflect intersection and street capacities and parking availability. Where traffic impacts could exceed desirable circulation standards, mitigation measures are recommended.

BACKGROUND

Regional Setting

The West Bay Corridor extends from San Francisco in the north to San Jose in the south and includes the narrow band of intensively developed urban areas on the Bay side of the San Francisco Peninsula. Two major freeways, U.S. 101 and Interstate 280, and Highway 82 (El Camino Real) are the major north-south arteries serving Millbrae and San Mateo County. SamTrans provides bus service in this corridor. CalTrans-funded "CalTrain" provides train service. San Francisco International Airport, east of Millbrae and U.S. 101, generates a significant number of commute work trips as well as passenger and freight serving traffic.

Travel Characteristics

Automobile dependency, particularly for commuter travel, remains one of the most significant transportation problems of the West Bay Corridor.

Work trips are generally concentrated in two hour periods in the morning and evening, as compared with non-rush trips which are more evenly spread throughout the day. There is also a two hour non-peak period from 11:00 A.M. to 1:00 P.M. which experiences heavier than average traffic. Most traffic circulation problems in

Millbrae occur during peak commute hours. Although statistics on the purpose of local trips are not available, it can be estimated that at least 40% of the total daily trips are trips to and from places of work. According to census data, more people are commuting to work in car-pools (17% in 1980 versus 10% in 1970) and fewer people are driving alone (70% in 1980 versus 77% in 1970). The use of other transportation modes (public transportation, walking, bicycles, etc.) has remained relatively the same. Approximately 7 percent of the workers use public transportation, 3 percent walk, and 2 percent use other means (motorcycle, bicycle, etc.).

Most daily vehicle trips within Millbrae by nonresident employees are destined to job locations in Burlingame or at the Airport. These trips are usually made on Millbrae Avenue and Rollins Road, via 101 and El Camino Real. Most resident workers leaving the City use these same routes and related intersections, thus complicating peak hour congestion problems. Traffic counts confirm these conclusions on current work trip travel patterns.

Most non-commute trips in the Millbrae area are through-trips, passing through the City on routes 82, 101, and 280. Current average daily trips on these thoroughfares are: Route 101 - 240,000, Route 82 - 40,000 and Route 280 - 85,000.

ISSUES

Circulation issues in Millbrae include the need to provide relief to the Millbrae Avenue-El Camino Real intersection and the Rollins Road-Millbrae Avenue intersections. At El Camino Real, the problem is lengthy backup of the southbound left-turn lane when the railroad gates are down. At peak periods it is common for motorists waiting to turn left to miss several signal cycles. Relief could be provided by separating Millbrae Avenue and the tracks.

The Rollins-Millbrae Avenue problem is caused by southbound motorists exiting 101 onto Millbrae Avenue and immediately merging, or attempting to merge into a left-turn lane onto Rollins Road. This movement conflicts with traffic moving westerly across the 101 overpass.

* Another issue is the need for an additional connection to U.S. 101, for example in the vicinity of the Airport interchange, possibly via Center Street.

Additional issues relate to the manner in which proposed BART and CalTrain improvements effect Millbrae. One proposal would extend BART to the northeasterly corner of Millbrae, with a combined BART/Caltrain station at that location. An alternative proposal would route BART into the Airport terminal. CalTrain is expected to relocate its San Francisco terminal to a more convenient downtown location. Long term projections would increase the number of daily trains from 55 to 114.

CHARACTERISTICS OF THE CIRCULATION SYSTEM

The following is an inventory of existing conditions and/or problems of the local transportation system in Millbrae:

Arterial Network

The primary function of an arterial system is to provide for traffic movement between and across major areas of a City. Provision of direct access to abutting land is a subordinate function of an arterial. Since the primary function of this type of street is the movement of vehicles rather than access to abutting land or temporary storage of vehicles, arterial streets are subject to regulation and control of parking, turning movements, entrances, exists, and curb use where conditions warrant.

Freeways and Highways

U.S. Route 101 (Bayshore Freeway) is an eight lane north-south freeway. It lies between Millbrae and the San Francisco Airport, connecting cities and employment centers along the Bayshore. It is the major access route to Millbrae.

Traffic conditions along 101 are especially strained during commuting hours. The freeway is currently operating at near capacity conditions in the peak hours with approximately 240,000 average daily vehicle trips in the vicinity of Millbrae. Projected development trends for the west San Francisco Bay (i.e. more concentrated employment opportunities and limited housing near employment centers) will add to the traffic problems. Significant improvements in highway capacities are not likely due to state and federal funding limitations, restricted rights-of-way, and environmental constraints.

In the mid-eighties, the Metropolitan Transportation Commission (MTC) undertook a study of Highway 101. In the study, MTC projected a 27% increase in peak period traffic and recommends ways to mitigate potential traffic problems along Highway 101. Mitigation measures are related to the level of traffic generated by new projects. Mitigation emphasizes increased use and capacity of transit systems.

Millbrae's resident and employment population will not contribute significantly to increased traffic on Highway 101. Traffic from increased development in adjacent communities, however, will effect Millbrae.

It is in Millbrae's best interest to continue to participate in regional transportation planning. Congestion on 101 will affect commuters, contribute to traffic backups on local streets, particularly Millbrae Avenue, and will result in greater use and congestion of El Camino Real. Maintaining traffic flow on El Camino Real is particularly important to Millbrae's economy.

Interstate 280 is an eight lane north-south freeway running through Millbrae along its westerly border. Interstate 280 serves as an alternate to route 101 for many north peninsula destinations. With 85,000 average daily vehicle trips on the Millbrae section, this freeway has a remaining capacity of about 10%. Interstate 280 is a designated state scenic highway. There are no major improvements proposed for the route through Millbrae.

El Camino Real (State Route 82) is a major six lane state highway. It connects Millbrae with San Bruno on the north and Burlingame on the south. Parallel parking lanes and sidewalks line both sides of the street. There is a 16 foot wide median down the middle of the street with left turn lanes at major intersections.

El Camino Real currently carries an average of 43,000 average daily trips. There are no major traffic problems except at Millbrae Avenue. The intersection of El Camino Real and Millbrae Avenue is the City's most congested intersection with 40,000 average daily trips on Millbrae Avenue. The intersection remains a problem because of the amount of traffic dependent upon it for Route 101/Airport access, and because of delays at peak hours caused by the at-grade railroad crossing of Millbrae Avenue, where approximately 43,000 vehicles per day cross the tracks. The City currently is planning a grade separation at this location. Funding for the project is assured since it is high on the funding priority lists of both the State Public Utility Commission and the San Mateo County Transportation Authority.

OTHER ARTERIALS

There are no satisfactory north-south arterials or collectors between, and paralleling, Magnolia Avenue and the Skyline Boulevard/Junipero Serra Freeway (I-280) corridor to adequately serve the circulation between the north and south parts of Millbrae. This distance is approximately 1.5 miles as compared to the general rule of collector streets being at 0.5 mile intervals. Palm Avenue/Laurel Avenue/Barcelona Drive is closest to a continuous route to serve as a north-south collector, but it is too circuitous. North-south circulation to and within the business areas is afforded only by Broadway and Magnolia Avenue.

Principal west-east routes include:

Larkspur-Ridgewood-Lomita	Hillcrest Boulevard
Larkspur-Helen	Millbrae Avenue
Clearfield-Tioga-Richmond	Murchison Drive

Due to the topography, these routes have steep grades and sharp curves in some locations. Considering the topography, it may generally be said that the west-east routes generally are adequate.



Major Streets City of Millbrae

LEGEND

- Select Street
- State Highway



Local Streets

Local streets are intended to provide direct access to residential, commercial, industrial and other property. These streets serve local traffic movement and are not intended to handle through traffic. Normal local access streets generally carry less than 600 vehicles per day. Some local access streets, because of their length or size and character of the area they serve, or because they link to other local access streets, carry somewhat higher though still moderate traffic volumes. Moderate volume local access streets usually carry less than 2,000 vehicles per day.

Many local access streets through the older residential neighborhoods (Ashton, Palm, Laurel, for example) are narrow and inadequate to handle the number of cars that use these streets. On-street parking exacerbates the problems. Street widening would be costly and would displace numerous residents. Possible solutions to poor circulation in these areas include strengthening and strictly enforcing parking regulations. Other alternatives include one-way streets and/or prohibiting on-street parking. Because of their limited capacity and already congested conditions, all efforts should be made to minimize additional impacts on local streets.

Another concern is the poor condition of many local streets. The City has not been able to keep up with the maintenance needs required to prevent deterioration. Additional funds available to the City from Measure A and State Proposition 111 will enable some increase in repairs and preventive maintenance.

Parking

There are six public parking lots serving Millbrae's commercial area. These lots were constructed with funds collected through a parking assessment district. The largest of these lots is on Magnolia, two are in the Capuchino area, one at Millbrae Plaza and the other two extend between Broadway and El Camino Real. Additional public parking is located in the Civic Center and on Railroad Avenue by the SP Depot.

Parking is a problem along the east side of El Camino Real where there are no public lots and many of the businesses have no off-street parking. As a result, shoppers and employees park on adjacent residential streets. Movement in and out of parking lots and on-street parking spaces slows traffic flow and can be hazardous. Illegally parked cars and narrow travel corridors can obstruct emergency access as well.

Provision of additional parking is difficult where nearly all land is developed. Strict enforcement of the City's parking requirements is the most effective short-term solution. Other mitigating measures include combining parking lot entrance points to reduce interruptions to traffic flow and designing parking lots

to gain access from side streets. Longer term solutions could include the provision of additional public parking lots and/or parking structures. A feasibility study in 1989-90 concluded that a three level structure on the Magnolia lot could hold about 300 cars and would be architecturally compatible with the neighborhood. This study could be implemented when funding is available.

Parking for major new development should be approved as part of the project. Parking should be adequate to assure that residential or other nearby uses are not adversely affected by parking. Particular attention is needed for commuter parking generated by a potential BART Station, especially if located within or near the City.

In commercial areas, where it is not practical to provide parking on an individual basis because of small lots, a fee in-lieu of required parking is an appropriate method of collecting funds for future parking needs.

TRANSIT SERVICE

Bus Service

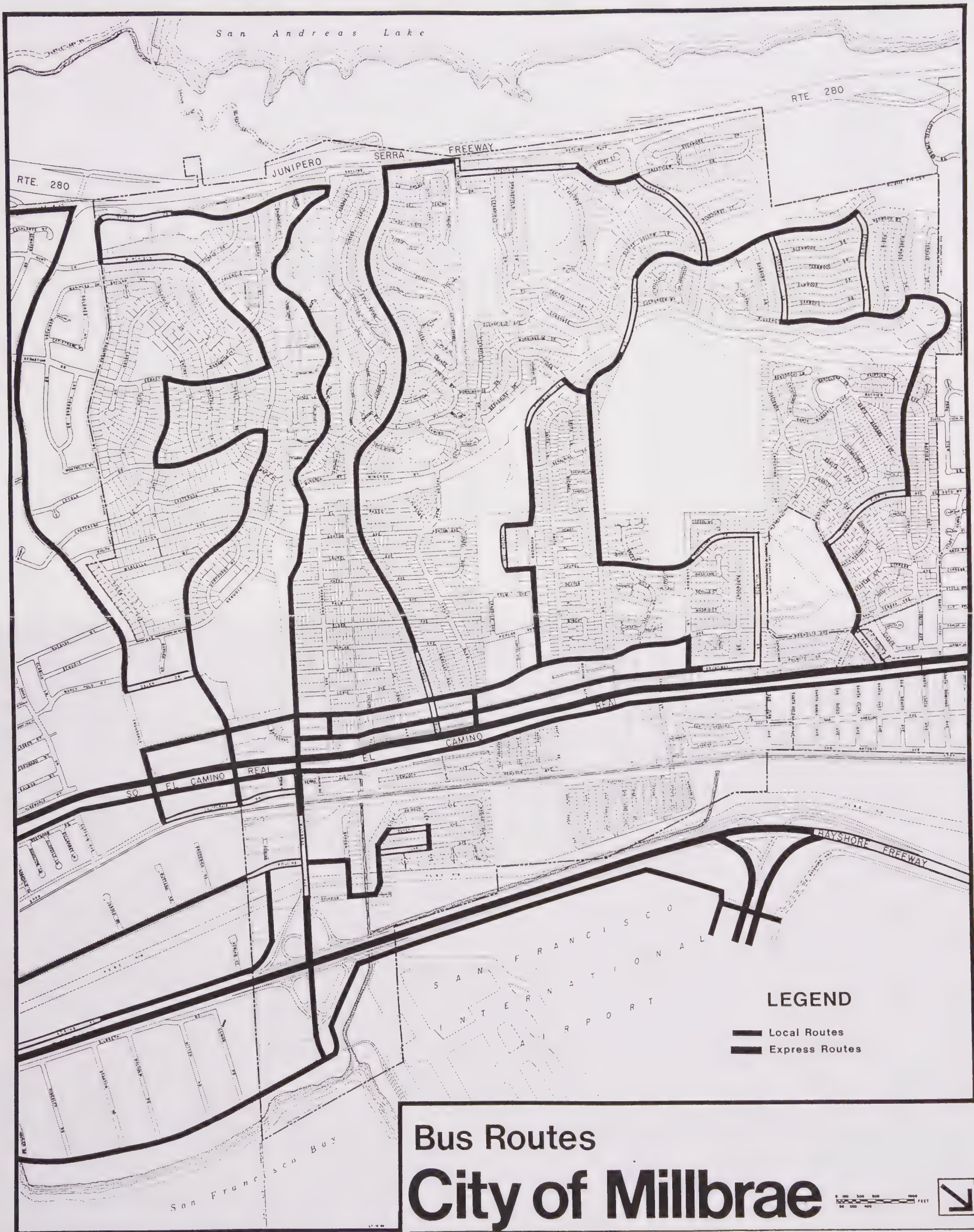
San Mateo County Transit (SamTrans) provides local and regional bus service in Millbrae. It connects to San Francisco and other Peninsula cities, Daly City BART Station, CalTrain, and the San Francisco Airport. The main route is along El Camino Real. Service throughout Millbrae, as shown on the accompanying map, is generally considered adequate.

The Metropolitan Transportation Commission (MTC) is responsible for reviewing bus service at the regional level. The MTC 1986 Regional Transportation Plan recommends the following improvements to SamTrans services for San Mateo County: acquisition of new buses to bring the fleet up to 389 by 1998-99; modification and addition of new routes as warranted; coordination of local and trunk transit systems in the West Bay and Santa Clara Valley corridor; improved elderly and disabled person services; construction of Colma/Serramonte BART Station, and construction of seven new Park and Ride lots by 1990-91. A new north maintenance facility was completed in 1987.

In addition, Trunk Bus Services (San Francisco to San Jose) would include supplemental bus service on I-280 and Route 101, improved bus facilities on existing freeways and coordination of trunk transit systems.

Train Service

CalTrans now provides commuter rail service from San Francisco to San Jose via the Southern Pacific operated "CalTrain". The train stops periodically in intermediate cities, including Millbrae, with more frequent stops during commuter hours. Millbrae and other



Bus Routes

City of Millbrae

Peninsula commuters have expressed dissatisfaction with the commuter services (timing, frequency, connection with other transit services). As a result, ridership levels are relatively low. Improved connections with bus service, fare coordination with other transit services and more direct service would increase the train usage.

The following measures are proposed: (a) upgrading of commuter rail service, including improved service in the reverse direction at peak hours, improved off-peak service, improvements to stations and parking facilities and acquisition of new equipment; (b) provision of improved transit service to or relocation of the Peninsula Commute Service (CalTrain) terminal in San Francisco at 4th and Townsend Streets; (c) provision for public acquisition of the abandoned segment of the SP right-of-way south of Daly City. This approach, along with retention of the existing SP right-of-way, will provide flexibility for adding new facilities in the future, as required.

MTC's New Starts Policy recommended near-term state and federal funding to modernize the Peninsula Commute Service (CalTrain). Improvements currently underway include replacement of rolling stock, acquisition and improvement of SP stations, track rehabilitation, construction of maintenance facility, acquisition of additional passenger cars and locomotives and other projects designed to improve operating efficiency.

MTC's Peninsula Mass Transit Study, completed in June of 1985, evaluated technological, institutional and financial issues, and recommended formation of a joint Powers Board (JPB) to manage the Peninsula rail service, acquire the right-of-way, and select the future rail mode. The recommendations contained in Resolution 1547, state that interim improvements should not preempt future modal choices, and that the following improvements could proceed: acquisition of the Southern Pacific right-of-way, including San Bruno branch line and tracks to Alma Avenue in San Jose; Peninsula Commute Service (CalTrain) station acquisition and improvement program; Muni Metro Extension to the Peninsula Commute Service (CalTrain) Terminal in San Francisco; Colma/Serramonte BART Station; the Cahill/Alma Station improvement program in San Jose; a new Peninsula Commute Service (CalTrain) maintenance facility located and designed to be compatible with all possible future modes; and preserve the right-of-way for a possible downtown terminal extension in San Francisco.

BART (Bay Area Rapid Transit)

Originally, BART was intended to serve five Bay Area counties but currently serves only San Francisco, Alameda and Contra Costa counties. San Mateo County withdrew from the original district but recent elections indicated County voters' desire to extend the system from Daly City to Colma and then to San Francisco Airport by the year 2000.

Current studies will result in a decision on the location of the Airport station. One proposal would locate the station west of Bayshore Freeway on Airport land adjacent to CalTrain tracks which would facilitate a cross-platform connection of the two systems. Airport patrons would use a people-mover between the Station and Airport terminal, as well as other locations at the Airport. Another proposal would take BART directly into the Airport terminal. To varying degrees, both alternative would have significant effects on Millbrae. The Alternatives Analysis for the BART extension should be closely monitored.

A long-term BART goal is to extend the system around the Bay. Should Millbrae/San Bruno become an end-of-the-line station for many years, there is concern about traffic and parking impacts on adjacent residential areas. This concern should be addressed when studying station alternatives.

COUNTYWIDE PROGRAMS

Transportation Systems Management (TSM) provides a short-term low-cost improvement to the existing transportation system (both roads and public transit). Millbrae participates in the Countywide TSM program which is implemented by employers and local governments. Features of the TSM program include shuttle bus services, flexible working hours, vanpool/carpool, and parking management. In addition, transit services are promoted by selling transit passes at the work site, subsidizing transit passes, and distributing transit information. Employers who support public transit programs may be eligible to receive tax incentives.

In June 1988, San Mateo County voters approved a one-half cent sales tax for transportation improvements (Measure A). Over a 20 year period, this tax is expected to generate \$804 million for transportation improvements. In addition to serving as a major funding source for capital projects, such as Millbrae Avenue and Center Street Grade Separations, Measure A funds provide about \$150,000 per year to Millbrae for street improvements.

Government Code 65089 requires a designated local agency to develop, adopt and annually update a congestion management plan (CMP) for the county and its included cities which is to be consistent with the Regional Transportation Improvement Program by December 1, 1991. Required elements of the program applicable to local agencies are:

- A. TSM, or Transportation System Management. There are two parts to this element. First, each city must adopt a TSM ordinance which affects employers and complex operators having 100 or more employees and has the following goals:

1. Reduce single occupant auto work trips
2. Increase use of public transit
3. Reduce rate of increase in roadway usage. An initial target is to achieve a 25% rate of participation by employees in alternatives to single occupant auto work trips during peak hours within five years.

Additionally, employers having over 25 employees are required to implement an information plan on alternative commutes.

The ordinance requires employers to designate TSM coordinators who will be in charge of meeting the ordinance's goals. A Joint Powers Agency has been formed with cities from northern San Mateo County to operate the TSM and appoint a TSM administrator who will coordinate the efforts of the employers and enforce the ordinance.

Also, as an employer having more than 100 employees, the City itself is required to meet the goals of the ordinance and provide a TSM coordinator.

- B. Land Use Impact Analysis. The City must apply the Land Use Impact Analysis element of the County's CMP, including an estimate of costs to mitigate those impacts.

CONGESTION MANAGEMENT

BIKEWAYS PLAN

The relatively flat terrain of the most heavily populated portion of San Mateo County makes*'^\ 3ycle a potentially significant mode of transportation. Major population centers of the County are concentrated in the level Bay Plain, where the majority of the population lives within two miles of the El Camino Real Corridor. Statistics compiled by San Mateo County indicate that within this two mile radius of El Camino Real there exist:

- a) virtually all of the major employment centers in the County;
- b) all of the central business districts of cities with populations greater than 25,000 (with the exception of Pacifica);
- c) nearly all of the senior citizen housing and meeting centers in the County;
- d) virtually all of the occupied housing units without automobile parking; and
- e) nearly all of the major non-work trip attractors (transportation facilities, shopping centers, public service buildings and health facilities) in the County.

These factors combined with the mild climate and relatively level terrain in the El Camino Corridor are all encouraging to the development of a successful Countywide bicycle program.

Bicycle travel in much of Millbrae is difficult due to narrow streets and steep grades. However, it would be possible and appropriate to include in Millbrae's Bicycle Plan, local portions of the Countywide Bikeways Plan in order to assist in the implementation of a coordinated system for the County.

The San Mateo County Bikeway Plan (updated in the 1984 County General Plan) includes several bike routes in Millbrae these are: Old Bayshore, Millbrae Avenue, Trousdale, California Drive, Millbrae Avenue, El Camino Real, Skyline Boulevard and the Muni right of way, adjacent to the railroad tracks. In addition to these County routes, Millbrae's system could include a bike path on the Millbrae SPUR property, for recreational use as well as an important link between Skyline Boulevard and the El Camino/Old Bayshore routes.

Bike Lanes

A bicycle network should be designed so that cyclists can reach their destination with a minimum expenditure of time and energy. Surveys of existing literature and discussions with bicyclists indicate cyclists will not travel on routes that carry them out of

their way, or that have too many stops or steep grades. The design of bicycle routes through aesthetically-pleasing surroundings seems to be desirable in influencing choice of mode to the bicycle, but only if that route does not involve much out-of-the-way travel. The desire of the cyclist to avoid streets that are heavily travelled by motor vehicles is only a secondary consideration. The result is that the bicyclist travels the most direct possible route using arterials and collectors (those streets most heavily travelled by auto). It is important that bike lanes be provided along those streets if bicyclists are to be protected.

Bicycles do not mix compatibly with large volumes of motor vehicles. The Cyclists are totally unprotected in motor vehicle traffic and must place their lives in the hands of motorists, many of whom do not understand or sympathize with the problems and dangers involved in bicycling.

Safe auto travel results from the system of traffic codes, travel lane striping, signs and signals that are designed to produce a relatively predictable pattern of traffic movement. The behavior of cyclists is often unpredictable due to a lack of standardized bicycle facilities and uniform enforcement of laws. Mixing a generally predictable and orderly pattern of automobile movement with unpredictable bicycle travel causes confrontation and conflict. Therefore, this plan recommends a system of bikeways, bicyclist and motorist education and uniform enforcement of traffic laws.

Design

There are three basic types of bikeways: the bike path, the bike lane and the bike route.

The bike path (Class I Bikeway)* is a special pathway for the exclusive use of bicycles and is either spatially or physically separated from the motor vehicle facility. This is the safest and most pollution-free type of bikeway, but it is also the most expensive because it involves the construction of either a separate path or physical barrier between cars and bicycles. The bike lane (Class II)* is a lane located on the edge of the paved area of an existing road or street. It is identified by signs, painted lines and pavement markings. Bicycles enjoy the exclusive use of lanes for longitudinal travel, but must share them with vehicular and pedestrian cross traffic. The bike route (Class III)* is a street designated as a joint motor vehicle/bicycle facility and is identified by signs. There are no special markings and the only thing that differentiates the route from a regular street is the existence of bicycle route signs. This is the least expensive type of bikeway, but it is also the least desirable from a safety perspective.

* State of California standards

There is a danger that once lanes are constructed they will be made mandatory for all bicyclists. The bicyclists using streets have a wide range of cycling ability and experience. Some cyclists ride at close to pedestrian speeds and can ride most safely inside a bike lane. Other cyclists ride at close to, or in some cases greater than, motor vehicle speeds. These cyclists can most safely ride to the right of or in the traffic lane. An individual can shift between these modes depending upon traffic conditions and his speed relative to vehicular traffic. In order to make this choice and in order to avoid debris, obstacles, slower cyclists and aggressive motorists, it is important that cyclists be able to cross back and forth between the bike lane and the auto travel lane.

If the bicycle is to be used as a significant alternative to the auto, connections with major public transit lines must be a factor. Therefore, it is important to tie into the El Camino Corridor upon which transit service is provided by CalTrain and SamTrans.

Funding

Implementation of the Bikeway Plan would be with the use of State grant funds. A primary requirement for these funds is a Bikeway Plan consistent with the County Plan.

Parking

One of the most important requirements of a successful bicycle system is the provision of bicycle parking facilities at appropriate locations. Theft is a problem with bicycles; the lack of safe, secure bike racks is a deterrent to bicycling. If the bicycle mode of transportation is to be encouraged, and if increased numbers of bicyclists are to be accommodated, then parking facilities must be provided. Except for schools, playgrounds and libraries, bike racks are almost non-existent. As the widely-predicted increase in the use of bicycles occurs, the current practice of chaining bikes to lamp posts and parking meters will become inadequate. A more structured method of dealing with the parking problem will be required.

Maintenance

Bike lanes tend to collect debris swept off the roadway by cars, as well as rocks and dirt washed from grade cuts and other areas which drain onto the road. This debris is a danger and an inconvenience to cyclists and causes many to ride almost entirely outside of bike lanes. Bike lanes should be swept regularly. Few existing bike lanes in the Bay Area are maintained in an adequate manner. Maintenance should be insured for any new lanes.

BAY TRAIL PLAN¹

The Bay Trail Plan proposes development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays. The Plan was prepared by the Association of Bay Area Governments pursuant to Senate Bill 100, which mandated that the Bay Trail:

- ° provide connections to existing park and recreation facilities,
- ° create links to existing and proposed transportation facilities, and
- ° be planned in such a way as to avoid adverse effects on environmentally sensitive areas.

Bay Trail Alignment

This plan proposed an alignment for what will become a 400-mile recreational "ring around the Bay." When developed, the Bay Trail will be a trail system comprised of three components:

- ° spine trails, encircling the Bay and creating a continuous recreational corridor which links all nine Bay Area counties;
- ° spur trails, providing access from the spine trail to points of natural, historic and cultural interest along the Bay shoreline; and
- ° connector trails, providing restricted access to interpretive trails in environmentally-sensitive areas along the shoreline and connections to recreational opportunities as well as residential and employment centers inland from the Bay.

Approximately one-third of the trail already exists, either as hiking-only paths, hiking and bicycling paths or as on-street bicycle lanes.

Bay Trail Policies

The Bay Trail Plan also contains policies to guide selection of the trail route and implementation of the trail system. Policies fall into five categories:

- 1) Trail alignment policies reflect the goals of the Bay Trail program - to develop a continuous trail which highlights the wide variety of recreational and interpretive experiences offered by the diverse bay environment and is situated as close as feasible to the shoreline, within the constraints defined by other policies of the plan.

¹Draft Bay Trail Plan, ABAG, January 1989.

- 2) Trail design policies underscore the importance of creating a trail which is accessible to the widest possible range of trail users and which is designed to respect the natural or built environments through which it passes. Minimum design guidelines for trail development are recommended for application by implementing agencies.
- 3) Environmental protection policies underscore the importance of the San Francisco Bay's natural environment and define the relationship of the proposed trail to sensitive natural environments such as wetlands.
- 4) Transportation access policies reflect the need for bicycle and pedestrian access on Bay Area toll bridges, in order to create a continuous trail and to permit cross-bay connections as alternative trail routes.
- 5) Implementation policies state that successful implementation of the Bay Trail Plan will require continuing trail advocacy, oversight, and a structure for trail management.

Overview of Issues

When completed, the Bay Trail will create connections between more than 90 parks and publicly-accessible open space areas around San Francisco and San Pablo Bays. By providing access to a wide array of commercial ferries and public boat launches, the trail will establish connections to "water trails" which will enable outdoor enthusiasts to appreciate the Bay not only from the shoreline, but from the water as well.

Trail access across all seven of the Bay Area's toll bridges is proposed, defining a series of trail "loops" which will provide a variety of excursions for hikers and bicyclists of varying abilities. To increase options for trail access from homes and worksites, the proposed alignment provides connections to local and regional transit including BART, Santa Clara County's light rail trolley system, and Caltrain all of which can themselves become extensions of the Bay Area's recreational network. Trail connections to existing and planned local bikeway systems will encourage recreational as well as commute bicycling, as safer bicycle networks are established and expanded.

While the trail will provide access to wetlands and other sensitive natural features along the Bay's shoreline, Bay Trail policies were designed specifically to protect these areas. Existing bay fill (primarily in the form of levees) provides shoreline trail access in many locations, and trail design policies require that trail design, construction and use be appropriate to the surroundings.

Relationship to Millbrae

Millbrae's Bayfront Park completes an important segment of the Bay Trail. Additional opportunity exists in Millbrae to provide a "SPUR Trail" extending from Bayfront Park up Millbrae Avenue to intersect the trail along the railroad tracks, then cross El Camino Real to meet the Millbrae SPUR property and join the proposed trail on the SPUR. From that point the "SPUR Trail" could leave the SPUR at Larkspur and extend to Skyline Blvd. From that point access would be available to Junipero Serra Park to the north and south to Hillcrest to join Sawyer Camp Trail in the San Francisco Watershed. In addition, a lane along the Airport Frontage Road would facilitate a segment of the "Ring around the Bay." A bike path along the old Muni right of way adjacent to the railroad tracks would encourage inter-city and off-street use.

CIRCULATION POLICIES

1. Establish a regular cycle of street maintenance.
2. Enforce on-street parking restrictions.
3. Install a traffic signal at El Camino/Silva.
4. Identify and mitigate traffic and parking impacts associated with new development.
5. When considering major development proposals, such as for the Millbrae Theater and parking lot property, conduct a comprehensive study of needs for access, circulation and parking.
6. Discourage through traffic in residential neighborhoods; post low weight limits where appropriate.
7. Encourage alternatives to single occupancy vehicle use by implementing the adopted Traffic System Management (TSM) Plan which extends responsibility to private, as well as public employers.
- 8. Facilitate construction of a grade separation of Millbrae Avenue and the railroad tracks.
- ~9. Develop preliminary plans and implement when feasible, widening of Center Street and separation of Center Street and the railroad tracks.
10. Investigate the feasibility of a second access to Highway 101, possibly via Center Street.
11. Encourage BART extension to the Airport to go to the Airport terminal.



	Proposed	Existing
Spine Trail	○○○○○	●●●●● (path)
Spur Trail	○○○○○	■ ■ ■ ■ ■ (bike lane)
Connector Trail	▶	●●●●● (same)

Bay Trail Alignment

Figure III-3
Plate 1

Approx. Scale 0.5 0 1 miles



Map copyrighted 1986 by the California State Automobile Association. Reproduced by permission.

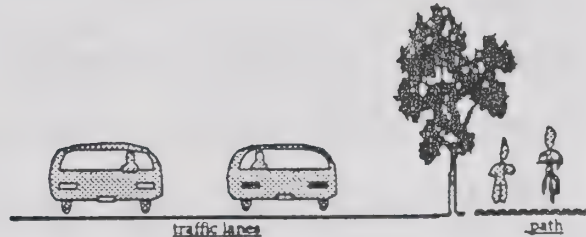
OABAG

Bikeway Classifications

Figure III-2

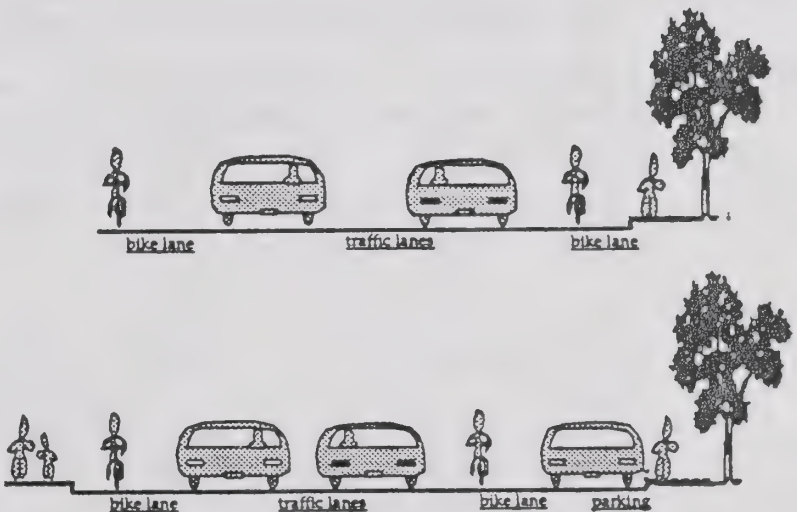
Class I Bicycle/Pedestrian Path

- exclusive right-of-way for bicyclists and pedestrians
- pathway completely separated from motor vehicles by space or physical barrier
- minimal cross-flow by motor vehicles (e.g., at intersections)



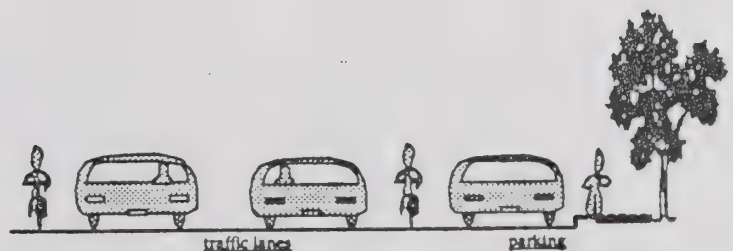
Class II Bicycle Lane

- restricted right-of-way designated for the exclusive flow of bicycles
- travel by motor vehicles or pedestrians prohibited, but vehicle cross-flow allowed for parking and turning
- signed as a bike lane
- lane designated by solid white striping (dashed striping at intersection approaches, where vehicles may cross to make turns)



Class III Bicycle Route

- shared right-of-way for motor vehicles and bicycles
- signed as a bike route



12. If BART extension is west of Bayshore Freeway, within or near Millbrae, ensure identification and mitigation of all adverse impacts on existing development.
13. Coordinate and cooperate with and monitor plans of other agencies such as San Mateo County Metropolitan Transportation Commission, San Francisco International Airport, Bay Area Rapid Transit District, and San Mateo County Transit District.
14. Maintain El Camino Real median landscape to avoid site-distance problems.
15. Encourage CalTrans to enhance landscaping along Highway 101.
16. Develop additional off-street parking in the Downtown area.
17. Coordinate signals along El Camino Real.
18. Develop and adopt standards for traffic controls.
19. Implement Bikeways Plan.
20. Work with Burlingame and Caltrans to develop an exit from Hwy. 101 between Millbrae Avenue and Broadway in Burlingame.
21. Participate in the preparation and implementation of a Countywide Congestion Management Plan (CMP).

LAND USE ELEMENT

INTRODUCTION

The Land Use Element is the product of all other General Plan Elements. Land use constraints and development opportunities identified in other elements are reflected in land use designations and policies. The General Plan designates types of land uses and population densities. These classifications are the basis for the City's zoning which further defines types and intensities of use and development requirements (setbacks, building size, parking provisions, etc.). The table below correlates General Plan land use classifications with the appropriate zoning classification, indicating the maximum population per acre, land coverage and building sizes.

POPULATION DENSITIES AND BUILDING INTENSITIES

GP LAND USE CLASSIFICATION	CURRENT ZONING DISTRICTS	POPULATION		STRUCTURAL LAND COVERAGE	MAXIMUM HEIGHT
		DENSITY	(person/acre)		
Very Low Density Residential (up to 4 units/ acre)	R-1-LD 10,000/SQ FT	10		40%	30 FT
Low Density Residential (up to 8 units/acre)	R-1 5,000 SQ FT per unit	19		50%	30 FT
Medium Density Residential (up to 17 units/acre)	R-2 2,500 SQ FT per unit	40		50%	30 FT
High Density Residential (up to 80 units/acre)	R-3 1,000 SQ FT per unit	108		50% to 75%	40 FT
	R-G 1,500 SQ FT per unit	73		50% to 75%	35 FT
	R-M 500 SQ FT per unit	175		50% to 75%	75 FT

POPULATION

GP LAND USE CLASSIFICATION	CURRENT ZONING DISTRICTS	DENSITY (person/acre)	STRUCTURAL LAND COVERAGE	MAXIMUM HEIGHT
Commercial	C-1	NA	100%	40 FT
	C-1-H	NA	100%	40 FT
Office	0-0	NA	50%	30 FT
	AR	NA	50%	50 FT
Industrial	I	NA	17,500 SQ FT 50% MAX.	40 FT
Parks/Open	O	NA	Subject to Use Permit	Subject to Use Permit
Public and Quasi-Public	Conditional Use, no specific zoning district	NA	Subject to Use Permit	Subject to Use Permit

NOTES:

1. Population density is calculated by multiplying the maximum number of residential units permitted per acre by the current and anticipated average household size (2.62 persons per household in 1990).
2. Persons per acre is calculated using projected persons per household figures of 2.4 (ABAG).
3. Parking and, where applicable, landscaping requirements may reduce maximum building coverage significantly.

LAND USE CLASSIFICATIONS

Residential

Very Low Density Residential allows for residential development at a density of up to four (4) units per acre. Parks and playgrounds could be allowed as conditional uses, as well as schools, churches, and golf courses.

Low Density Residential allows for residential development at a density of up to eight (8) units per acre, usually associated with single family residences. Uses related to residential uses, such as schools, churches, and child care centers may be permitted.

Medium Density Residential allows for duplex and triplex residential development at a density of up to seventeen (17) units per acre. Conditional uses would include apartment buildings consistent with the density and neighborhood character. Related uses such as churches, schools, child care centers, and tot lots may be permitted.

High Density Residential allows for residential development at a density of up to eighty (80) units per acre. This density is usually associated with multi-family structures (apartments and condominiums) of forty units per acres but the highest density is associated with buildings up to six stories. Other uses include rooming and boarding houses, sanitariums, and rest homes. Professional offices could be allowed as a Conditional Use. Uses related to residential uses such as schools, churches, child care centers and tot lots may be permitted.

Commercial

This category includes the full range of retail commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices, furniture stores, restaurants, wholesale-retail trade, and auto-related uses. Apartments and outdoor sales are allowed as Conditional Uses.

Industrial

Industrial areas may be used for commercial uses and a wide range of industrial, manufacturing, warehousing and automotive uses.

Parks/Open Space

Park/open space areas are intended to provide recreational uses and open space for the general community. Public lands and private lands, designated for open space or recreational uses, are included.

EXISTING LAND USE

As the following table shows, more than one-half of Millbrae's land is occupied with residential uses, primarily single-family. Commercial uses account for less than 10% with another 10% in utility use. About 17% of the land is used for streets and highways; only 4% is vacant. Obviously, land use issues will focus more on conservation of existing uses and some re-use or conversions rather than development of open land.

ACREAGE OF EXISTING LAND USES

<u>RESIDENTIAL</u>	<u>TOTAL ACRES</u>	<u>% OF CITY</u>
Single family residential = 1,020 Duplex = 25 Apartments = 55	1,100	52.7
<u>COMMERCIAL</u>		
General Commercial = 160 Office = 20 Hotel/Motel = 25	205	9.8
<u>INDUSTRIAL</u> = 20	20	0.9
<u>OPEN SPACE</u>	95	4.6
<u>VACANT</u>	85	4.1
<u>PUBLIC/QUASI PUBLIC/UTILITY</u>	220	10.6
<u>OTHER</u>		
Streets, Highways, etc.	360	17.3
<u>TOTAL</u>	2,085	100.0

SAN BRUNO

San Francisco International
Airport

Bayshore Frwy.

S.P.R.R.

Magnolia Ave.

Millbrae Ave.

Serra pathway

Junipero

Junipero Serra Frwy.

A

B

C

D

BURLINGAME

MILLBRAE PLANNING AREAS



PLANNING AREA DESCRIPTIONS

For purposes of describing existing and proposed land uses throughout Millbrae, the City has been divided into four geographical areas.

AREA A: West of the Spur Property at Route 280

Description. This land slopes downward from Interstate 280 on the west to the Spur property on the east, with numerous rather large, undeveloped ravine areas and is almost exclusively single-family residential, the only multi-family structures being those along Vallejo Drive on the western periphery of the City. There are three neighborhood parks, one high school (Mills) and two elementary schools (one currently closed) in this area, as well as two large parcels owned by the San Francisco Water Company. One of these parcels is 16.6 acres of steep, heavily forested land; the other, a 56 acre parcel of which only a corner falls in Millbrae, is also quite steep. Both are unsuitable for development, but are scenic and aesthetic resources which may provide passive recreational use and afford panoramic views of the Bay.

Appraisal. The Land use in this area is low density residential. Planting of trees and preservation of the natural vegetation in undeveloped areas has, in some cases, been used as a measure to maintain or increase soil stability on these lands.

The three neighborhood parks provide a distribution of recreational areas to the northern, central and southern sections of this area. However, the Park in the central section is located so far to the east that it serves only part of this section. The very northernmost part of Area A is also relatively inaccessible to any City parks; however, development of the Spur property would improve access.

Zoning in Area A permits minimum lot sizes of 5,000 and 10,000 sq. ft. A few large parcels may be subject to resubdivision; however only a small potential for new lots exists in this area.

Circulation in this area generally is adequate.

AREA B: Generally Eastward of the Spur to Magnolia Avenue

Description. The Spur is a wide (100-400 feet) north-south greenbelt separating Area A from Area B; only four east-west streets cross the Spur.

The northern half of Area B is a predominantly single-family residential area. The large (103 acres) golf course of the Green Hill Country Club, two elementary schools (one currently closed), Capuchino High School, four churches and a small park, are the other existing uses of land in this section.

The southern half of Area B is characterized by single-family residential housing, several blocks of higher density housing, one elementary school, a middle school, the Civic Center and a large park and Community Center.

This area is less stable than Area A with many of the single-family dwellings being enlarged and the small houses in the southern portion converted to duplexes. Portions of the area close to Magnolia experience some intrusion of commercial parking on the streets.

AREA C: Magnolia Avenue Eastward to the Railroad Tracks

Description. Area C contains a relatively modern commercial area in its southern-most blocks (south of Millbrae Avenue). Broadway, in the southern half of Area A, traverses an area of medium to high density housing and the City's older shopping district, the "Millbrae Square" shopping center and attendant parking lots.

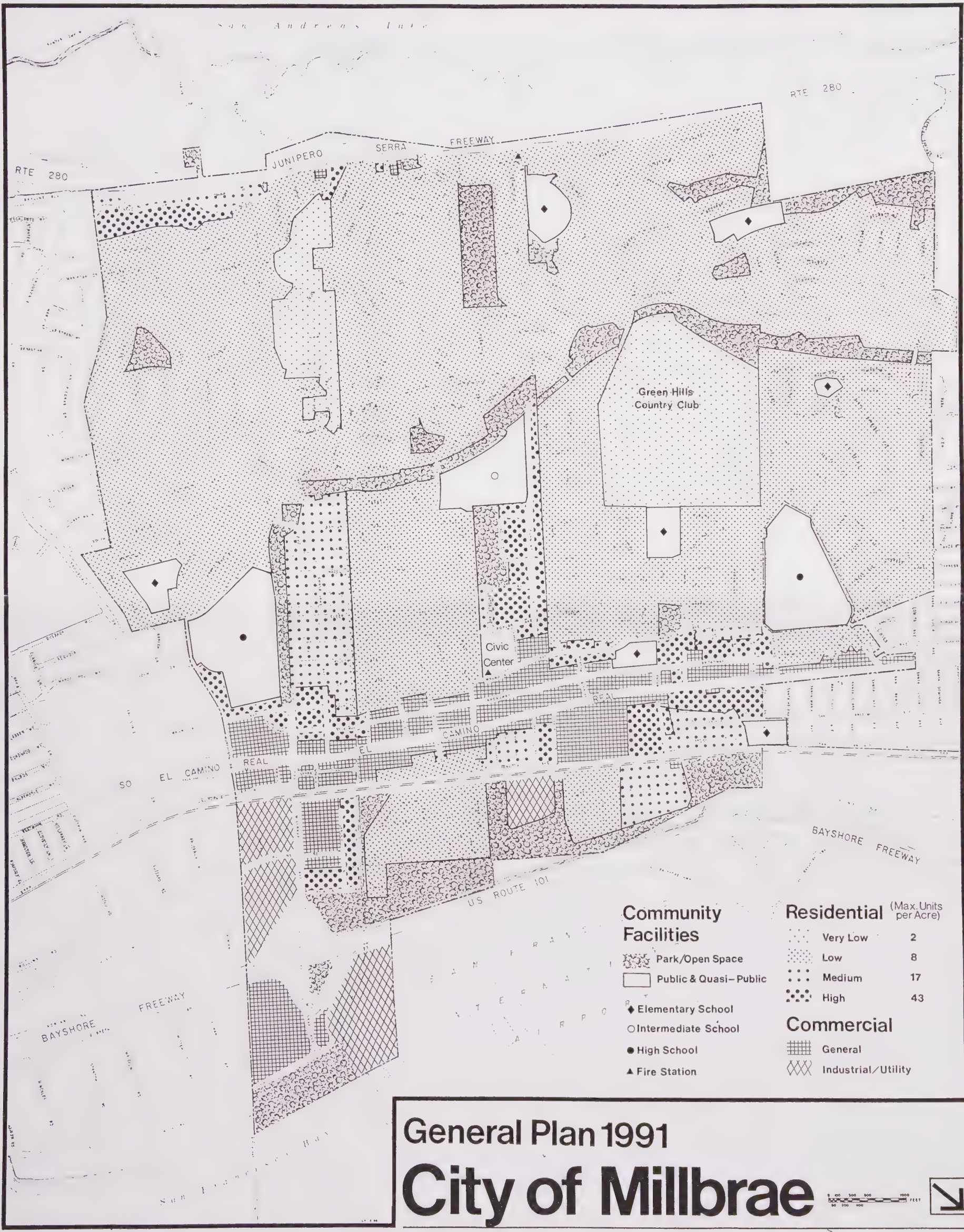
The northern part of Broadway continues through a mixed area of offices, retail uses, and low and high density housing. El Camino Real is generally bordered by strip commercial development in Millbrae. Between El Camino and the railroad are two single-family subdivisions and one mixed density neighborhood, some high density housing, visitor commercial uses and San Francisco Water Department Peninsula headquarters.

Appraisal. Many of the existing commercial areas are in need of major redesign, landscaping, circulation, and pedestrian-orientation. Parking in retail shopping areas is either inadequate or inconvenient for pedestrians.

AREA D: East of the Railroad to the Airport

Description. The southernmost portion of Area D, south of Millbrae Avenue, is occupied by a combination of commercial and industrial uses. The remainder of the area is divided among three single-family subdivisions, Bayside Manor, North Millbrae and Marino Vista, which are bounded on the east by vacant lands belonging to the San Francisco Airport and separated by a P.G. and E. substation. Area D also includes a group of small, older apartments (9 to 12 units) on Garden Lane and Aviador. Easterly of the Freeway, Millbrae lands are occupied by two hotels and a new park adjacent to the Bay.

Appraisal. Traffic circulation to the two subdivisions is poor; in effect they are cut off from the rest of the City and from each other. However, many of the residents feel protected from transient traffic. Both subdivisions are in danger of being totally cut off during fire emergencies, particularly if a train is blocking the grade crossings. At the present time, the airport's vacant lands are inaccessible.



General Plan 1991

City of Millbrae

0 200 400 600 800 1000 FEET



The noise from airplanes taking off from the airport reaches extremes on a regular basis.

LAND USE POLICIES

The following is a summary list of the basic land use recommendations made in the various special elements of the Millbrae General Plan.

1. Apartment development should be primarily limited to what currently exists. Minor expansion may be permitted if higher standards are employed such as incorporating large amounts of open space and preserving views.
2. As neighborhoods age, the City should provide all possible assistance for housing rehabilitation and maintenance measures.
3. Drought-tolerant landscaping should be encouraged on private and public lands.
4. Preserve the character of existing residential neighborhoods.
5. Encourage development of the City's commercial areas that enhance the City's tax base and serves the community's needs for goals and services.
6. Retain existing land use designations.
7. Maintain and enhance the quality of the community by formulating and implementing guidelines for all additions and new development.
8. For relatively large commercial property (20,000 sq. ft. and larger) develop flexible regulations to encourage innovative design and site planning.
9. Encourage mixed commercial/residential/office use in commercial areas, with residential and office uses encouraged to be on upper floors.
10. Adopt and implement a Capital Improvement Program for new, replaced or upgraded public facilities.
11. Assure that new development mitigates impacts on public facilities.
12. Maintain current residential densities and standards.
13. Develop incentives, through the Redevelopment Agency, for private improvements of commercial areas.
14. Encourage uses in the Downtown Area that are pedestrian oriented.

15. Permit auto-oriented commercial uses in the El Camino Real and Millbrae Avenue corridors.
16. Encourage commercial uses and sales offices that would increase sales and transit occupancy tax revenue.
17. Proposed Child Care Policy - Inasmuch as Millbrae is a caring community, aware of the changing structure of the family, and concerned with the well-being of its children and youth, the City Council resolves to make a commitment to support and encourage the availability of safe, good quality, affordable child care and youth program facilities for those who reside and/or work in Millbrae and are in need of those facilities and services. The City of Millbrae could accomplish this by:
 - a. Providing support services to child care and youth programs through police and fire department, library and recreation center programs.
 - b. Acting as a regulator of space for child care by examining zoning ordinances and making modifications in those which inhibit the functioning or development of child care facilities.
 - c. Developing space for child care and youth programs by considering the funding of modular buildings for school site child care and including the provision of facilities in the Millbrae Redevelopment Plan.
 - d. Acting as a facilitator in integrating the efforts of school, church, business, fraternal, and other community groups involved in child care.
 - e. Acting as a disseminator of information about child care and youth programs through communications available to the City, such as television, proclamations, City Council actions, and notices in City publications.
 - f. Institute in-lieu fees of businesses to generate funds for child care.

18. Downtown Policies

In 1989-90 the City of Millbrae Redevelopment Agency contracted with a design team for a "Downtown Study". The study basically covered the area bounded by Magnolia, Meadow Glen, El Camino and Victoria. Primary recommendations of the Downtown Study are listed below for incorporation in the General Plan as recommended actions.

- a. Investment potential and diversity in the Downtown Area can be achieved through infill and development of new strategic hubs.

- b. Redevelopment tax increment may be used to assist in land assemblage and promoting new investment opportunities.
- c. Approximately 35,000 sq. ft. of additional floor area could be absorbed in any given year within a five year time frame by general retail, eating and drinking, apparel, other retail and office uses.
- d. Attempt to maintain diversity of uses in the Downtown Area to serve the local population and to provide insulation from business cycle changes.
- e. Facilitate public/private cooperation to implement recommendations of the Downtown Study.

Design Proposals:

- (1) Close the El Camino frontage road, at La Cruz, and relocate the diagonal parking to the east side of the frontage road to increase visibility in front of the stores.
- (2) Provide entry features at marker entrances to Downtown from El Camino Real: Hillcrest, Silva, and Meadow Glen.
- (3) Develop and implement a plan for special street pavers for Broadway intersections.
- (4) Plant tall palm trees at Broadway intersections to denote the Downtown Area and plant flowering trees under the palms.
- (5) Plant canopy trees along the southern portion of Broadway in planting pockets extended out from the sidewalk in front of every fourth angled space.
- (6) Plant palms along the median of northern Broadway.
- (7) Develop a public space in the Downtown Area.
- (8) Redesign alleys between Broadway and El Camino to minimize visibility of trash containers and storage. Develop mini plazas at alley ends.
- (9) Widen the alley in the 300 block, between El Camino and Broadway, to add more parking.
- (10) Enhance Downtown access signage.

- (11) As a goal, provide 500 additional parking spaces Downtown, with 2.5 spaces per 1000 sq. ft. of new floor area.
- (12) Develop Downtown design guidelines including signage, street furniture, architectural elements, colors, facade treatment and massing.
- (13) Limit building height to two and three stories to maintain a suburban scale and limit blockage of sunlight.
- (14) Encourage retail uses and eating/drinking establishments on ground floors; encourage office and residential uses on upper floors.
- (15) Implement recommendations of Downtown Study.

Although beyond the boundaries of the Downtown Study, reference was made in the Study to the Millbrae Theater and its parking lot as having potential for being redeveloped. Since this is one of the few significant sites in the City with that potential, it would be appropriate to allow flexible regulations to achieve a mixed commercial-residential use that would make the best use of the property.

RELATIONSHIP OF PLAN WITH OTHER AGENCIES

Although the General Plan is oriented to the City of Millbrae, the City does not act independently. Land use decisions made in Millbrae may influence or be influenced by other agencies and jurisdictions. This section reviews the relationship between the General Plan and those agencies.

San Mateo County

San Mateo County's jurisdiction abuts the eastern and western edges of Millbrae, taking in the San Francisco Fish and Game Reserve on the west and the airport lands on the east. The City's Planning Area and Sphere of Influence extends into unincorporated land east of the City and portions of San Bruno to the north (Capuchino High School). Prior to development, San Mateo County must take into consideration Millbrae's policies regarding unincorporated lands within their Sphere of Influence in any land use decision regarding these sites.

San Mateo County owns and operates Junipero Serra Park in San Bruno. Junipero Serra Park serves Millbrae residents as a recreational/open space area adjacent to the City.

The City and County cooperate in several public service and community functions. These include housing programs such as the Rehabilitation Loan Program; block grant programs reviewed by the Housing and Community Development Committee; some social services (senior citizen and library loan programs); the Commission on Aging; mutual aid fire protection program; solid waste disposal contract and emergency response planning. The City and County also share seismic and geologic hazard data.

City of San Bruno

The City of San Bruno is Millbrae's municipal neighbor to the north. Land uses are similar on both sides of the shared City boundary: retail and commercial service uses front on El Camino Real. The lands east of El Camino Real are developed with a mix of small apartment units, duplexes, and single family structures. West of El Camino Real are predominantly single-family homes.

The principal access connecting the two jurisdictions is El Camino Real. Secondary access is by San Anselmo Avenue, Park Boulevard, Cypress Avenue, Santa Lucia Avenue, De Soto Way and Santa Florita Avenue.

Capuchino High School, San Bruno's only public high school, is located on the shared City boundary. Residents from San Bruno and Millbrae attend this high school. The high school site and the surrounding residential neighborhood, bounded by Santa Lucia Way and Santa Teresa Way have been assigned by San Mateo Local Agency Formation Commission (LAFCo) to Millbrae's Sphere of Influence.

Millbrae participates with San Bruno as members of the Airport Community Roundtable, an agency whose purpose is to monitor the San Francisco International Airport activities and to coordinate with affected jurisdiction to reduce Airport generated noise. San Bruno and Millbrae participate in mutual aid for public safety.

City of Burlingame

Burlingame is Millbrae's neighbor to the south. The border generally is Frontera Way - Murchison Drive and the drainage canal that empties into the Bay behind the Clarion and Westin Hotels.

Two Millbrae Avenue intersections, El Camino Real and Rollins Road, serve a substantial amount of Burlingame traffic. Cooperative efforts particularly at Rollins Road, may be required to relieve traffic congestion. Burlingame also shares with Millbrae Airport impacts and participates in the Airport Community Roundtable.

Millbrae and Burlingame share a reservoir site off Sawyer Camp Trail west of Highway 280. The two cities also share responsibility for maintaining the canal that serves as their border. Millbrae and Burlingame participate in mutual aid for public safety.

San Francisco International Airport

The San Francisco airport lies directly east of Millbrae on approximately three square miles of bayfront land. It is under the jurisdiction of and is owned by the City and County of San Francisco. The airport provides domestic and international passenger and freight service.

The airport has four pairs of active runways. Two runways (1/19 left and right and 10/28 left and right) generate flights which arrive and depart over Millbrae and the Bay. A large majority of departures from the Airport use these runways. The greatest noise impact is over Millbrae. The Airport Land Use Commission has adopted a plan to reduce noise over the next twenty years and to limit permitted land uses in the high noise level areas.

The airport is one of the largest employment generators in the Bay Area. Many Millbrae and north San Mateo County residents are employed by the airport or related businesses. As a result of the airport's close proximity to Millbrae. Several small hotels in Millbrae serve Bay Area visitors. There may be opportunities for additional visitor services and airport-related businesses. Additional traffic can be expected on Millbrae Avenue as a result of greater activity at the airport.

The airport, like Millbrae, is nearly built-out with very little vacant land available for development. However, the Airport currently is planning significant expansion and relocation of

facilities that would increase its capacity for passengers and cargo. Along with adjacent cities, the Airport also participates in mutual aide.

Airport Community Roundtable

The Airport Community Roundtable is composed of representatives of cities affected by San Francisco International Airport. These cities include Foster City, Hillsborough, Burlingame, Millbrae, San Bruno, South San Francisco, Brisbane, Daly City, Pacifica, and Half Moon Bay. The City of San Francisco, San Mateo County and the Airport also are represented. The Roundtable evolved as an official body to implement the objectives of the Joint Land Use Study, mainly to reduce the impacts of aircraft noise on residential areas. The Roundtable meets regularly to discuss current Airport issues, to hear public concerns and to encourage studies and programs related to noise reduction. Staff assistance is provided by the County and a consultant. Millbrae has been an active participant in the Roundtable since its creation in 1981.

City/County Association of Governments of San Mateo County (C/CAG)

C/CAG was formed in the fall of 1990 to prepare and adopt several Countywide plans. It also functions as the Airport Land Use Commission for San Mateo County. C/CAG is composed of elected officials from 19 cities in San Mateo County, a member of the Board of Supervisors, and an ex-officio member representing the San Mateo County Office of Education. C/CAG has formed a committee known as the Airport Land Use Committee to advise C/CAG on airport-related issues. The City of Millbrae is a member of both groups.

C/CAG is composed of legislators from San Mateo County and 19 of its cities and an ex-officio member representing the County Office of Education. C/CAG has formed a committee known as the Airport Land Use Committee to advise C/CAG on Airport-related issues. The City of Millbrae is a member of both groups.

Local Agency Formation Commission (LAFCo)

LAFCo is a State agency operating within and funded by county government. Its purposes are to promote orderly development, to discourage urban sprawl and to promote coordination of local government agencies. LAFCo adopts a sphere of influence for each city and special district which is defined as a "plan for the probable estimated physical boundaries and service area of a local government agency."

In 1979, the San Mateo County LAFCo adopted a sphere of influence for the City of Millbrae and a co-terminus urban service area. In 1989, LAFCo reaffirmed the sphere without change. The area includes the following:

1. All lands currently within the Millbrae corporate limits.
2. Lands south of Santa Lucia Avenue and west of El Camino Real, including Capuchino High School, all of which are in the City of San Bruno.
3. The unincorporated lands between Millbrae and the Bayshore Freeway south of the Airport/Highway 101 interchange, known as the airport lands.

San Mateo County Transit District (SAMTRANS)

SamTrans was formed in 1976 with the consolidation of 11 separate municipal bus systems into a Countywide (446 square mile) service area. SamTrans operates more than 80 bus routes and carries over 70,000 passengers on an average weekday. In addition, SamTrans is working with BART and MTC on the BART extension to the Airport vicinity; is working to extend CalTrain to downtown San Francisco; and works with CalTrans to develop a network of park and ride facilities. SamTrans also administers the programs of the San Mateo County Transportation Authority, Peninsula Commute Service Joint Powers Board, and Transportation Management (TSM) programs of several cities in San Mateo County.

Association of Bay Area Governments (ABAG)

ABAG is a voluntary regional agency composed of local governments within the nine Bay Area counties. In addition to undertaking regional planning studies on topics such as housing, economics, environmental management, open space and conservation, ABAG also serves as the regional clearinghouse for Federal grant applications.

ABAG has recently updated its population, employment, and housing forecasts for the San Francisco Bay Area (Projections '90). Millbrae's General Plan update reflects these forecasts and recommends policies and actions to address identified housing needs.

Millbrae's existing grading ordinance does not satisfy ABAG's Water Quality Management Plan erosion control and wastewater discharge standards.

Bay Area Air Quality Management District (BAAQMD)

The BAAQMD has jurisdiction over stationary sources of potential air pollution; automobile air pollutants are regulated by the State Air Resources Board. The BAAQMD has prepared an Air Quality Management Plan which sets an acceptable level of air quality as it relates to the Bay Area and anticipated growth in Millbrae. Millbrae's General Plan conforms to the AQMP by the fact that the population projections fall with AQMP assumptions.

State/Regional Water Quality Control Board

The Regional Water Quality Control Boards are empowered by the State Legislature to review water quality problems and projects which would affect water quality. They issue standards for activities that would affect water quality in the hydrographic area assigned to each board. Millbrae is in the San Francisco Bay Region, which includes the nine Bay Area counties. The authority for review and regulation of water quality comes from the Federal Environmental Protection Agency through the State to the regional boards.

The Bay Area regional board has participated with ABAG in preparing the Water Quality Management Plan, mentioned above. Millbrae's ordinances should be updated to satisfy the Water Quality Management Plan standards.

Metropolitan Transit Commission (MTC)

The California Legislature established MTC in 1970 to serve as a comprehensive transportation planning and programming agency for the nine Bay Area counties. In this capacity, MTC develops transportation corridor plans and approves Federal and State transportation grants. The commission certifies that local projects are consistent with regional transit/transportation policies. Currently, MTC is serving as lead agency for studies leading to the extension of BART to the San Francisco Airport vicinity, a program that was approved by Man Mateo County voters in 1987.

State Resource Agency

The State Resources Agency has established a wetland policy to be observed by all departments, boards or commissions of the Resources Agency when developing projects or when authorizing or influencing private or public projects. The State wetland policy may apply to land use decisions regarding development proposals on portions of the airport lands. The State Department of Fish and Game is conducting studies of the endangered San Francisco garter snake and red-legged frog habitat on this site. State wetland policy should be addressed in this examination.

The California Department of Transportation (CalTrans)

CalTrans is responsible for planning, developing, and maintaining State highways, interstate freeways, and ancillary facilities. These include Millbrae's Highways 82, U.S. 101, and Interstate 280. The City must coordinate with CalTrans on plans to modify intersections, build overpasses, erect directional signs, etc., on these streets. CalTrans also operates the Peninsula Commute Service (CalTrain) on the Southern Pacific Railroad tracks.

The State Office of Planning and Research (OPR)

OPR coordinates and acts as the clearinghouse for Environmental Impact Reports, formulates General Plan guidelines, and monitors and fosters legislative programs. Millbrae's General Plan must abide by OPR's regulations for General Plan and EIR certifications. OPR also provides assistance and advice on planning matters and related functions.

State Department of Housing and Community Development (HCD)

HCD reviews local government housing elements for conformance with State Housing Guidelines. Millbrae's updated Housing Element has been reviewed by HCD and revised as necessary.

Redevelopment Agency

In 1987, the Millbrae City Council formed the Millbrae Redevelopment Agency. Council members also serve as the governing board of the Agency. The City Council formed the Agency in accordance with State Law, to use certain tools available to a redevelopment agency but not to a city, to help deal with some of the City's problems. These problems include the need to strengthen the City's economic base, the need for public improvements, and the need to assist owners in rehabilitating their property.

Tools available to the Agency include "tax increment revenue," which is money from the growth in property taxes above the 1987-88 year when the Project Area was formed. This tax increment could reach \$300 million during the 45 year life of the Project Area. This money will be used for a variety of improvements to benefit Millbrae's commercial areas, will be used to assist in the development and preservation of low and moderate income housing and will be shared with public schools serving Millbrae to use for the benefit of the community.

Redevelopment Goals include the following:

- Stimulate new private investment by revitalizing deteriorated, blighted or functionally obsolete properties.

- Improve visual image of the Project Area by reinforcing assets and expanding potentials.

- Improve employment opportunities, economic stability and public revenues.

- Achieve adequate public improvements.

- Foster development of a sense of community identity.

Ensure a variety of commercial, office and/or industrial uses which will physically and economically complement development within the Project Area.

Encourage development of commercial uses along major thoroughfares.

The goals of the Agency are consistent with those of the City. The City of Millbrae works in concert with the Agency. Development within the Project Area must be consistent with the City's General Plan and Zoning Ordinances.

The accompanying map illustrates the boundaries of Millbrae's Redevelopment Project Area.



Redevelopment Project Area

City of Millbrae

0 100 200 300 400 500 600 700 800 900 1000 FEET



PARTICIPANTS

CITY COUNCIL

Janet Fogarty, Mayor
Doris Morse, Mayor Pro-Tempore
Frank T. Cannizzaro
Robert H. Treseler
Paul Van Iderstine

PLANNING COMMISSION

Victor Graff, Chair
Betty Decter, Vice Chair
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Alan Friedland
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CITY STAFF

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John Dineen, Police Chief
Brian Kelly, Fire Chief
Don Dambrosio, Director, Parks and Recreation
Hector Lwin, Finance Director
Robert Ironside, Director, Community Development

Jeff Killian, Assistant City Administrator
Joan Cassman, City Attorney
Alice Espinoza, City Clerk
Wayne Bush, Associate Civil Engineer
Ron Dragoo, Assistant Engineer
Tom Coletti, Superintendent, Corporation Yard
Bob Loding, Superintendent, Wastewater Treatment Plant
John Espinoza, Superintendent, Parks and Recreation

GRAPHICS

Bren Bataclan

TYPING

Rea Gogan
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MILLBRAE
GENERAL PLAN ADDENDUM

March 16, 1992

<u>PAGE</u>	<u>IDENTIFICATION</u>	<u>CORRECTION</u>
I-4a	Regional Location Map	Add <u>Burlingame</u>
II-1	Last Paragraph "7,971 dwelling units"	Change to <u>8,158 in 1990</u>
II-6	First Paragraph, Sixth line	Force <u>Main</u>
II-7	Eighth Point	... process, <u>an</u> annual ...
II-14	LIBRARY Civic Center complex	Within <u>Constitution Square (the Civic Center)</u>
II-14	MUSEUM, 2nd Paragraph Last Line	Civic Center <u>Master</u> Plan
II-14	CABLE TELEVISION Fourth Line	... TCI <u>has provided</u> Plans are being formulated for <u>This program is now operative.</u>
III-2	HAZARDS <u>Seismic Hazards</u> ²	<u>Underline to conform to other pages.</u>
III-10	STRUCTURAL HAZARDS First Paragraph, Last Line	... were required to correct ...
III-13	Third Paragraph	located <u>north</u> of
III-15	<u>Emergency Circulation and Access</u>	<u>First paragraph accidentally split.</u>
III-15	Third Paragraph	Revise second sentence to read: Wherever possible, neighborhoods should have an alternative means of access.
III-15	<u>Downtown Vicinity</u>	Delete: very Add to last sentence ... <u>Airport, or on Airport</u> <u>lands west of the freeway.</u>
III-16	<u>Hillside Areas</u>	Add to end of paragraph: <u>Burlingame's Trousdale Drive is another</u> <u>alternative.</u>

<u>PAGE</u>	<u>IDENTIFICATION</u>	<u>CORRECTION</u>
III-16	<u>Area East of SP</u>	Delete second sentence and change poor to limited.
III-16	<u>Emergency Preparedness Plan</u>	Add to end of paragraph: <u>Fire Station No. 1 serves as the City's Emergency Operations Center.</u>
III-16	AIRCRAFT HAZARDS Second Paragraph Third Paragraph	<i>Planes land over <u>Millbrae from the Southwest</u></i> Delete last sentence; repeated.
III-17	SAFETY POLICIES	<i>public safety:</i> 1. <i>Keep its citizenry informed ...</i> 2. <i>Update the Emergency Plan.</i> 5. <i>should ... must have emergency ...</i> 6. <i>Continue to give priority to capital ...</i> 7. <i>Continue to maintain police and fire ...</i> 8. <i>Maintain its "mutual aid agreement" ...</i> 9. <i>Prohibit development which would ...</i> <i>design; development also should will be</i> 13. <i>Add: all <u>new</u> development</i>
III-18	SAFETY POLICIES Continued	10. <i>Maintain ordinances as necessary ...</i> 16. <i>Buildings for human occupancy should will</i> 17. <i>... and sanitary sewers should will ...</i> 18. <i>... water storage tanks) should will</i> 19. <i>... The burden should will be on ...</i> 20. <i>... soil conditions should will be ...</i>
III-19	SAFETY POLICIES Continued	23. <i>Property owners should will be required</i> <i>The City should will provide information</i> 28. <i>... should have need a volunteer center</i>
IV-2	Second Paragraph	The City and County of San Francisco, ... Staff assistance is provided by the San Mateo County and a ...
IV-3	HIGHWAY NOISE CalTrans	... levels must exceed 67 decibels to qualify.
IV-6	First Paragraph	expanded increased CalTrain service.
IV-9	NOISE POLICIES	Amend to read: 8. <i>Policy 8 - delete and renumber those following</i> 9. <i>Require and implement mitigation measures on future projects to reduce noise.</i> 11. <i>Delete and renumber those following.</i>

<u>PAGE</u>	<u>IDENTIFICATION</u>	<u>CORRECTION</u>
IV-10	Chart	Delete: All residential non-sleeping areas
IV-11	NOISE POLICIES Continued	Delete Policies 19, 21, 23 and 25 as repetitive.
V-1	INTRODUCTION Last sentence	Other new Additional factors of the element
V-3	VEGETATIVE RESOURCES Plant Communities and Other Vegetative Resources	Underline to conform to latter parts of this Element.
V-4	WILDLIFE HABITAT ¹ Mammals, Birds, Reptiles and Amphibians and Rare and Endangered Species	"
V-6	AIR QUALITY - First Paragraph Second Paragraph	The San Francisco Bay Area's most ... The Millbrae area experiences frequent ...
V-7	Regulation of Air Quality	Underline Heading
V-8	The Potential Air Quality Environment Air Quality Impact Mitigation	Underline to conform.
V-10	Park Standards	"
V-11	Inventory of Existing Facilities	"
	<u>Junipero Serra County Park</u>	Add: Constitution Park after park space ... located in the northeast west ...
V-14	6. <u>San Francisco Airport Lands</u>	... people-mover ...
VII-1	BACKGROUND Regional Setting Travel Characteristics	Underline subheadings to conform.
VII-3	CHARACTERISTICS Arterial Network Freeways and Highways	Underline subheadings to conform.
VII-5	Local Streets Parking Second Paragraph, Last sentence	Underline subheadings to conform. commercial, industrial and other properties. Underline to conform. ... narrow travel corridors can obstruct ...

<u>PAGE</u>	<u>IDENTIFICATION</u>	<u>CORRECTION</u>
VII-6	First Paragraph, Second Line	include the provision of <i>parking meters</i> , additional public parking lots ...
	Third Paragraph, third line	required parking is <i>required</i> as an ...
VII-6	TRANSIT SERVICE Bus Service Train Service	<i>Underline to conform.</i>
VII-7	MTC's <u>Peninsula Mass Transit Study</u> , <u>BART</u> (Bay Area Rapid Transit)	<i>Underline to conform.</i>
VII-8	First Paragraph ... people-mover Fifth Paragraph	Hyphenate Capitalize <u>C</u> ongestion <u>M</u> anagement <u>P</u> lan
VII-9	CONGESTION MANAGEMENT	Delete
VII-10	BIKEWAYS PLAN First paragraph	... makes ¹ ^ \ ^ \ 3 ycle bicycling a two-mile radius of El Camino Real wide corridor there exist:
	Second to last Paragraph	Trousdale (<i>in Burlingame</i>)
VII-11	Third Paragraph, Last line	... motorist education, and uniform ...
VII-15	CIRCULATION POLICIES	6. low weight limits ... 11. ... to go to <i>via</i> the Airport ...
VIII-1	MAXIMUM HEIGHT COLUMN Very end of page.	75 FT 60 FT - ? Add footnote ¹ ¹ Unless within an Aircraft Approach Surface.
VIII-3	LAND USE CLASSIFICATIONS Residential Commercial Industrial Parks/Open Space	<i>Underline subheadings to conform.</i>
VIII-4a	PLANNING AREAS MAP	Junipero-Serra-pathway SPUR Property
VIII-5	AREA A: Add to end of AREA A first paragraph	Spur Property at to Route 280 <i>Includes portion of County Junipero Serra Park - ?</i>
VIII-6	AREA D: East of the Railroad to	... the Airport <u>Lands</u>

<u>PAGE</u>	<u>IDENTIFICATION</u>	<u>CORRECTION</u>
VIII-6	<u>Description.</u>	(9 to 12 units) on Garden Lane. and Aviador. Easterly of the Freeway, Millbrae lands are occupied by two hotels, and a new park adjacent to the Bay, and <i>the City's Corporation Yard.</i>
	Last Sentence	Add: except through locked gates.
VIII-7	Second Line	extremes on a regular basis, <i>in this area.</i>
VIII-7	Policy 11	Delete: on public facilities
IX-1	San Mateo County, Third Paragraph	Delete: Housing and
X-1	<u>CITY COUNCIL</u>	<i>Doris Morse, Mayor</i> <i>Paul Van Iderstine, Vice Mayor</i>
	<u>CITY STAFF</u>	Don Dambrosio, <u>Former Director Parks & Rec</u>
	Add	<i>Karla McElroy, Acting Director, Parks ...</i>
	Colored General Plan Map	Change color of Civic Center from green to blue.

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